

# DE BOW'S REVIEW:

## A MONTHLY JOURNAL

OF  
COMMERCE, AGRICULTURE, MANUFACTURES, INTERNAL IMPROVEMENT, STATISTICS,  
ETC., ETC.

ESTABLISHED JANUARY 1, 1846.

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VOL. XIV.

JUNE, 1853.

No. VI.

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### ART. I.—RECIPROCAL TREATIES OF COMMERCE.

THE PROPOSED CANADIAN RECIPROCITY TREATY—PROPRIETY OF EXTENDING ITS PRIVILEGES TO OTHER COLONIAL POSSESSIONS—THE MISSISSIPPI AND THE AMAZON, AND THE EXTENT OF OUR TRADE WITH SOUTH AMERICAN REPUBLICS, ETC.

[We are in favor of Canadian reciprocity, and therefore do not, upon that point, agree with the writer of the following paper, furnished for the Review; but, agreeing with him upon many other points, and believing his facts and deductions to be of interest and value, we publish them entire.—EDITOR.]

The subject of reciprocal trade with the British North American Provinces has again been brought to the notice of the public, by the attention recently bestowed upon it at Washington. It is not our purpose—at least at present—to discuss the merits of the question in detail, but to submit a few remarks that have a legitimate bearing on the measure. In popular governments, all laws are presumed to be the expressions of the popular will; and yet, such expressions are but the acts of a ruling majority, in which the governed concur. Hasty and ill-applied legislation is oftener a result, proceeding from deliberative assemblages, chosen by free suffrages, than from bodies on which there are imposed checks, in the form of a power comparatively irresponsible to the people, and supreme in itself. It is for this reason, that in monarchical states, the record of legislative proceedings exhibit fewer interpolations, canceled acts, and restored pages, than do the journal of proceedings of republican councils. Laws are framed with more care, and are abolished with more caution. Judicial tests generally confirm the judgment with which they are created, and the exigencies of the time attest their wholesome-

ness. The public welfare may demand occasional changes or modifications, and these are made or refused; but ill-advised legislation, in its broad application, is peculiarly the evil of republics. Lobbyism, the clamor of the press, and the argument of petition, are the levers which control our deliberative bodies; for, however well convinced a member may be of the injudiciousness of a measure, he will not dare to defy his constituency, even if he have the moral fortitude to resist the influences which daily beset him on his way to and from his seat.

It is averred—and we are not prepared to dispute the assertion—that there is a large majority in Congress who are in favor of reciprocity with the Canadas. Be it so; but the fact is no proof that one half the American people are in favor of the project. We cannot believe that the southern and southwestern states desire any such exclusive reciprocal interchanges with the provinces, or a nearer intercourse than the nation now enjoys, unless the bill before Congress first undergoes material alteration. The Union is a kindred whole, and not an alliance. Each member is independent, but it is a family in which everything is, or

should be, conducted with harmony to insure prosperity, and to perpetuate fraternal relations. In our own mind—although we do not ask the reader to indorse the view—reciprocity with the British North American Colonies, without extending the same courtesy to the whole continent and its adjacent islands, would be a most pernicious proceeding, and fraught with social mischief. It will, if carried into effect, be introducing an invidious and distinctive element into our political creed, by avowing national preferences, while our treaties declare that all governments stand with us upon an equal and impartial footing. It will be saying to Europe—a quibble that has already obtained—that this favor we may show to Canada, because Canada is not a treaty-making power, which constitutes an independent nation; but it will be saying to the West India and South American dependencies the same thing, while we refuse to them like concessions. If we can dispose of this objection, which does not amount to an obstacle in the estimation of many statesmen, then we have taken the first step toward the object aimed at. But let us consider farther how such a convention will operate. It will have a tendency to confer benefits on one section of the Union at the expense of the other, by causing trade to flow to the lakes and the northern sea-board outlets, which ought to find its natural outlets at the mouth of the Mississippi and the Atlantic ports of the South. The project is the offspring of monopolies. It originated with gigantic corporations—with rail-road, steamboat, and canal companies, who construct their lines of travel at right angles with the great water-courses of the South and West, and make them converge to and concentrate at Montreal, at Boston, at New-York, and at Philadelphia. These artificial channels intercept the downward trade of the Mississippi and Ohio basins, and cause it to pour forward or recede back to the northern ports. They bring from the West the products of the soil and the workshop, and these find the same destination. Against all this we offer no word of objection, because we are not discussing the full merits of the question. We are simply averring, that if the measure be designed for the benefit of the whole Union, it is incomplete, and should be made more general and cor—when—

sive. If designed for a section, it will prove an evil, and should be defeated.

As regards the isolated question of intrinsic value, there is too much importance attached to the trade of the British North American Possessions.—The object, however, is not revealed in this. The southern and south western states have recently evinced a determination to do much of their own foreign carrying trade. Money is super-abundant, and to be productive it must be invested. The coffers of the money-lending powers overflow, and such as truly need cannot borrow. "Sardinia and Denmark," says the *London Times*, "are the only two borrowing states in Europe that could now raise even small amounts in our markets." And the market of England being overstocked, that paper adds: "Under these circumstances, it is plain, that when the next external rush of capital takes place, it will be to the United States." And no investment, that journal thinks, will yield as fair a per centage as in rail-road stocks. The North, with more available capital than the South, foreseeing the consequences that would ensue to its commerce, if the South established a rail-road system of its own, has anticipated the crisis which the *London Times* foreshadows, and has, in this, sought to preclude the participation of the South. Rail-road companies have been formed, and bands of rail already stretch from Maine to St. Louis, from Chicago to New-York, and cross and re-cross each other, until the whole scheme resembles an iron web, or a labyrinth. The northern sea-board cities have taken care to subscribe largely to these immense improvements, so as to command their termini; and then comes forward the projector, and his revelations are worthy of note. He says to England, "You possess more money than you require. Very well. We need *additional* capital to complete our works. We have had an eye to your interest, as well as our own. By our system of rail-road and artificial water-courses, we will be enabled to reduce the inter-transit duty on cotton, so that it can be landed cheaper in Liverpool, though shipped at New-York, than if exported direct from Charleston, from Mobile, or from New-Orleans.—The reduction on the transportation of food and provisions will be on a corresponding scale." As a further induce-

ment for the loan, he adds: "We will receive your lumber by way of the Hudson, or through the port of Portland, and land it on your sugar plantations ten per cent. cheaper than it can possibly be delivered there now by way of New-Orleans. We will do more. We will send you Canadian wheat, and thus deprive our own farmers of so much of a market, for what does it matter to us whether we ship to Boston, to New-York, or to Philadelphia, so long as we derive equal benefit from the transportation? Then, again, as Canada wants pork and hams, the provinces will receive these commodities without the payment of customs' duties; and this will lower Canadian labor. We will go still farther. We will——." But we will not pursue the thread of the argument. The next we hear of this compromise of interests, is the advocacy of Canadian reciprocity in the Congressional halls at Washington.

The North has no wish to see the South assume an attitude of commercial independence. It has no intention, if it can prevent the alternative, of allowing the South to become its own burden-carrier, its own importer, and its own exporter. It cannot passively contemplate the withdrawal of the cotton, pork, tobacco, rice, or provision trade, which it now controls. While cotton continues to be the ruling staple of the continent, and England monopolizes the spindles of the world, every national concession

expected of us, will be made with a view to conciliate that power first. All this is well; but it goes either too far, or not far enough. Our interests, as we have remarked, are common. We must avoid all sectional feeling, and all extravagant deferences to foreign governments—whether England or Russia—where the object is to enrich one portion of the Union at the expense of the other, and to conciliate a powerful state because it condescends to purchase a commodity from us which it can neither produce nor obtain elsewhere.

Let us come to figures. The domestic exports of the United States amount in value\* to \$196,689,718. Of this amount, England takes to the value of \$105,121,921. Deducting \$70,000,000 as the excess of her purchases of cotton over other nations, and \$12,000,000 in gold and silver as a similar excess, there is a balance left of \$23,121,921. She buys from us commodities to the value of \$23,121,921, all prime necessities of life and needful luxuries, which is less than double the value of the prime necessities of life and luxuries which we export to the West Indies, the domestic trade with which might be so greatly augmented by a system of reciprocity. The domestic export trade with the West Indies amounts in value to \$12,600,875 per annum, while the domestic export trade with Canada does not exceed \$5,835,000.

*Domestic and British Exports per Annum to all Parts of the World.*

	Domestic Exports.	British Exports.
To Europe at large .....	\$157,742,277 .....	\$130,060,775
" Asia at large .....	2,943,887 .....	53,004,165
" Africa at large .....	1,640,954 .....	14,008,530
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" South America on the Atlantic .....	9,344,731 .....	26,412,320
" South America on the Pacific .....	1,858,637 .....	10,025,280
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" South Seas and Pacific .....	601,146 .....	14,948,335
" Canada .....	5,835,834 } .....	16,175,255
" Other North American possessions..	3,228,268 }	
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" West Indies .....	12,600,875 .....	17,739,865
" Miscellaneous .....	893,109 .....	74,464,805

There should be, we think, if our treaties be not nullities, our construction of equity an unmeaning phrase, some favor shown to the governments of our own continent over those of the old world. The principle is not novel.—Customs' unions are formed in Europe,

without giving offence to exterior nations, and a like league might be formed by us on a similar basis of principle. It is so common for us to regard the trade of Europe as all-important to our pros-

\*Official returns of 1851.

perity, that to maintain and enlarge it, we are almost willing at times to sow the seeds of contention at home. England, on the contrary, has her trade well diffused over the globe; and by bold enterprise, and the exercise of a lofty spirit, she has pushed her conquests of peace, until her domestic exports now average \$360,000,000 per annum. The figures in the foregoing table are in point.

We have on this continent, and in the islands adjacent, an extensive market for the interchanges of commerce, that needs to be fostered to be profitable.—From the frozen seas of the North, to the Straits of Magellan, it is one vast and elongated continuity of plateaus, valleys, table-lands, and protecting mountains, of intersecting lakes, and navigable rivers—of rail-roads and canals—of contiguous cities—and of clustering isles. Every habitable zone is embraced within its extreme length, and heat and cold are regulated on isothermal as well as meridian lines. From latitude to latitude, every quality of cultivable soil is

found. The products are the products of every hemisphere; and the area of habitable country yet to be occupied by a population as dense as that of Europe, is greater than the whole of Africa. Bathed on one side by the Pacific and on the other by the Atlantic, the continent looks out on Europe and Africa and Asia on the East; and on Asia and Oceanica on the West. What destiny awaits this continent, none can tell; but this we may safely predict, that it will be through an American population and over our own soil, that the nations of the world will hereafter have intercourse and hold intellectual converse.

We conclude this division of the subject by drawing the reader's attention to the subjoined table. It is prepared from official statements of the domestic trade of the United States with the countries named, the domestic exports of Great Britain thereto, the population and square miles thereof, and the number of souls to each square mile. We shall continue the subject more in detail hereafter.

Country.	Population.	Area of sq. miles.	Pop. to sq. miles.	Domestic Exports to Value.	Imports from Value.	British Exports to Value.
Mexico .....	7,200,000	1,100,000	7	\$1,014,600	\$1,804,779	\$2,200,000
Central America .....	1,852,000	204,000	9	223,302	149,856	1,256,000
Venezuela .....	1,250,000	774,000	1½	854,779	2,380,293	1,600,000
New-Granada .....	2,200,000	830,000	7	2,507,701	695,606	1,650,500
Argentine Republic .....	1,600,000	927,000	1¾	659,852	3,265,388	4,255,000
Chilapine Republic .....	480,000	256,000	2	32,711	19,114	350,000
Brazil .....	7,500,000	2,300,000	3	1,128,956	11,523,304	12,735,000
Guiana .....	135,000	126,000	1	671,738	137,582	600,000
Honduras .....	310,000	72,000	4¼	213,806	174,526	917,000

#### South America on the Pacific.

Chili .....	1,200,000	144,000	8	1,008,677	2,734,746	5,783,000
Peru .....	1,400,000	524,000	3	249,760	91,733	4,245,000
All other .....	2,420,000	1,039,000	3	26,106	39,829	475,000

#### West Indies.

Hayti .....	700,000	11,000	64	1,607,372	1,880,968	1,375,000
Cuba .....	1,200,000	42,383	49	5,239,976	17,046,931	
Swedish West Indies .....	9,000	25	360	61,157	29,001	
Danish West Indies .....	43,000	118	360	902,687	255,864	7,500,000*
Dutch West Indies .....	18,500	500	21¼	366,898	572,430	
British West Indies .....	800,000	13,000	61	3,903,560	1,003,871	10,300,000
French West Indies .....	237,000	720	357½	280,579	22,909	
Spanish West Indies .....	359,000	3,865	93	961,410	9,480,329	* Included.
Generally .....	203,000	19,073	11¼	76,996	25,751	

#### The Canadas.

Canada .....	1,800,000	349,821	5¼	5,835,834	4,966,471	
British N. Am. Possessions .....	852,000	1,905,000	0.4	3,224,553	1,736,763	16,175,000
French fisheries .....				3,715		

We have glanced at the question of continental reciprocity. We have assumed that the domestic trade with the British North American Provinces is by no means so important as interested parties would have us believe. We shall

now turn to the gulf commerce, and will show that it is no exaggeration to say, that the great sea midway between the Americas is more essential to the welfare of the United States, than is the Mediterranean to Europe, to Asia, and



to Africa. If we can establish this point, then it must at once be admitted, that, as a matter of expediency, reciprocity with the Canadas should be immediately followed or preceded by reciprocity with South America and its territorial appendages and islands, and with the West Indies, and the isles of the Pacific contiguous to the continent.

That which should first be considered, as regards the commercial value of a sea, is its physical character, the protection its harbors afford to shipping, its form or configuration, the natural features and productiveness of the countries which bound it, its currents and climate, but mainly the number, navigable condition, and courses of the rivers that fall into it. Secondly, accessibility to the great ocean highway, distance to be passed over in going and returning; distances to be overcome in visiting from port to port; and, finally, contiguity to the markets of the world.

The Red Sea, comparatively speaking, is of no commercial value: it is hardly sought as an interoceanic communication with the Mediterranean. It has no great rivers falling into it. It drains no valleys, no basins, no lands, that might send forward their products to be borne upon its bosom to ready markets. Along its banks no cities have risen to maritime opulence; commerce would perish if planted there. Its waters are received from a mysterious source, and come and go but to feed the Indian ocean. Few vessels ride upon it, or are urged by its winds; and only such are impelled over its surface as bear the slaves of Massonah to Egyptian harems, or African pilgrims to the shrine of Mecca. How different would its uses be, if, from the hills of Abyssinia, the shores of the Persian Gulf, the valley of the Nile, or the basins of the Euphrates, an Amazon, a Mississippi, a Hudson, or an Orinoco, poured into it, and united the trade of three continents.

Commerce and navigation have changed their principles and character with the revolutions of time, of states, and the spread and progress of population and civilization. Around the name of the Mediterranean there lingers a classic association, and we venerate it for its past services, when on its bosom rode the argosies of the world, and the trade of both hemispheres located on its shores. Cyprus and Syracuse, Carthage and

Utica, Memphis and Tripolis, Antioch and Smyrna, Alexandria and Ptolemais, Tyre, Sidon and Joppa, are names as familiar for their commercial grandeur as for the glory of their arms, their conquests of peace, or the wealth, on which their civic greatness was founded.—But the commerce of antiquity, great as it was for the time or era, was nothing in comparison to the trade of a single city a few hundred years later. And great as was this latter trade, what was it, in all its vigor, to the trade of London, or Liverpool, or New-York now? The commercial magnitude of the ancient Mediterranean ports cannot be traced in their ruins; but one thing we are assured of, that the cities of the Adriatic and the Mediterranean, together, do not afford employment for as much tonnage as does the port of New-York alone.

But this has little to do with the question of the commercial value of the Mediterranean. Cities may crumble on its shores, its bays may fill with mud and vegetable aggregations; and states decay that once ruled it. All this may evince a degeneracy of people, a want of enterprise, the operation of unwise laws, a corrupting government—it may be a result of devastating wars, or a transfer of commercial power and dominion consequent upon the spread of population, and the discovery of new mediums of supply, and new channels of intercourse. But the countries remain. The rivers that poured their floods into the Baltic, into the Propontis, and into the *Ægean*, and which supplied the Mediterranean on the North, flow on still. The great arteries of three continents, the Danube, the Euphrates, and the Nile, which drained their valleys a thousand years ago, drain them now. It is because commerce has changed its principles, and navigation its character, that the Mediterranean is not what it was. Discovery has swept past the natural order and development of things. It has created necessities, and it has surmounted former obstacles. We traverse the ocean with steam and travel the earth with iron horses. Speed is everything, whether in the plow or the anvil, the common wagon or the rail-road carriage, the sail-rigged ship or the leviathan steamer.

The Mediterranean is a sea of seas—of peninsulas and headlands—of archipelagos and deeply-indented bays. A

journey may be made by land from Genoa to Venice in a few hours, and from Durazzo to Salonica in two or three days. To make the voyages between these ports with a sail-vessel, requires the lapse of many weeks, and sometimes the delay of months. On the contrary, the journeys soonest made from one port to another on the coast of the Gulf of Mexico, are those which are undertaken by sea-voyages. A vessel proceeding from the Atlantic up the Mediterranean, and taking a cargo in the Black Sea of the productions of Western Asia or Central Europe—or at the mouth of the Nile, of the productions of Egypt—or at the port of Venice, of the productions of France or Germany, cannot clear the Straits of Gibraltar on a return trip under two months. The sinuosities of shore-line measure 14,000 miles; the shore-line of the Gulf of Mexico—clear as it is of projections and other interruptions to navigation—measures but 5,500 miles. While a vessel coasts along a shore-line of 14,000 miles, collecting a promiscuous cargo of the production of 2,000,000 square miles, a vessel may make the entire coast of the Gulf of Mexico, (5,500 miles,) receive a cargo of the productions of 4,000,000 square miles, and be under way, in the broad ocean, nine thousand miles in advance of the other; or, a vessel in the gulf may take in a cargo on the coast and deposit it in the port of New-Orleans, return and deposit a second cargo, before a vessel, sailing up the Mediterranean, can again make the Atlantic and spread its sails in search of a market. Key West and Gibraltar are the gateways that interlock the granaries of the Gulf of Mexico and the Mediterranean. East and west of these is the Atlantic, and it is only on its heaving billows that the strife of rivalry begins. The seas locked within are the recipients of the elements of commerce—nothing more—and that sea which has the advantage of proximity to the ocean, of greatest extent of bounding country, of variety and quality of production, and superiority of inland navigation, is the sea that does, and always must, take precedence of all others. Such is the Gulf of Mexico. There is, too, this point to be considered: The products of Southern Europe, of Western Asia, and of Northern Africa, which seek the ocean by the Mediterranean,

are the surplus of the products which these countries reject. The local supply being a surfeit, consumers must be sought for elsewhere—in the East, in the South Seas, in the remote Indies, or on this continent. But for all the productions that are borne to or from the gulf, there is a market almost at hand. Brazil, the Plata States, Central America, Equador, Venezuela, and the West Indies, need of the products that are carried down the Mississippi; and New Orleans, Charleston, Baltimore, Philadelphia, New-York and Boston require for domestic consumption and exchange the bulk of the products that are sent forward by the rivers of South America into the gulf.

It is no departure from truth to aver, that the basins tributary to the Gulf of Mexico are more extensive, prolific in natural productions, and the productions more varied in character and of greater agricultural value, than may be said of all the basins in the world beside. The annexed table will serve to illustrate this fact, so far as square miles are concerned:

*Basins in the World, drained by Rivers, having a Sea or Ocean Outlet.*

THE OLD WORLD.		
Basin of the Mediterranean.....	1,160,000	sq. m.
" Nile .....	520,000	"
" Euphrates .....	196,000	"
" Indus.....	312,000	"
" Ganges.....	432,000	"
" Irawaddy.....	331,000	"
" Others of India.....	173,000	"
" Rhine & West. Europe.....	730,000	"
Total.....	3,854,000	"

THE NEW WORLD.		
Basin of the Mississippi.....	982,000	sq. m.
" Florida and Texas.....	520,000	"
" Mexico & Cen. Am....	300,000	"
" Amazon.....	1,796,000	"
" Orinoco, &c.....	700,000	"
Total.....	4,298,000	"

The valley of the Amazon is but a continuation of the valley of the Mississippi; and its waters, by the laws which govern tides, are caused to flow, not into the ocean first, but into the gulf. The Orinoco, which is an arm of that majestic flood, empties into the Caribbean direct. Hence the valley of the Amazon is but a continuation of the basin of the Mississippi; and their draining rivers all fall into the gulf before they flow out into the Atlantic. But it is needless to dwell longer on the external value of the two seas. Any farther comparison

may be confined to a few words. The productions brought down from the basins of the old world, do not return to them. The staples of the Indus and Ganges make long voyages to Europe or Eastern Asia; the surplus products of the basins of Western Europe are borne to markets far beyond the Indian seas; and the products of the valleys drained by the rivers that pour into the Mediterranean, are conveyed oceanward thousands of miles to all hemispheres. The great basins of the Americas are all drained towards the gulf; and the ocean market is then at hand.

We have next to consider the physical character of the countries through which our rivers course. The Mississippi River, which is peculiarly our own, is the ventricle of the Union. It is capable of absorbing and digesting all the products of labor that may be poured into it. Taking its rise in the latitude of fifty degrees north, in the region of snows and exalted mountains, where the climates are suited to the growth of wheat and barley, and the hardy cereals—in the region of valuable forests and animal furs—it runs south, crossing thirty degrees of latitude, and changing with every mile its temperature and the character of the staples that are produced on its banks. "Having," says an eloquent writer, in speaking of this noble river, "left behind it the regions for peltries, wheat, and corn; for hemp and tobacco; for pulse, apples, whisky, oil and cotton; and having crossed the pastoral lands for hogs, horses, and cattle, it reaches, near the thirtieth degree of latitude, the northern verge of the sugar-cane. Thence expanding out in the gulf, with all these productions on its bosom, it passes on to Key West and the Tortugas, and delivers up to the winds and waves of the ocean the fruits of its teeming soil and multitudinous climes." Then comes in the valley of the Amazon. Taking up the agricultural productions and staples which the Mississippi had just reached, and pushing the variety beyond the equator, it increases, and far down in another hemisphere diversifies the wonderful assortment, until sugar and rice, coffee and indigo, drugs and spices, cocoa and cotton, cochineal and tobacco, india-rubber, dyewoods, peltries, flax and wool—everything, in short, that is grown on earth, or produced from its

bowels—is reached and disseminated through the vast basins which thus stretch, on meridian and latitudinal lines far north and south of the tropics, into the temperate zones.

Whatever causes supervene to deprive the Mississippi, as a burden-route, of its proper downward share of the domestic products of the country—whether trade is forced from its banks to the northern ports by enterprise and artificial mediums, or the foreign demand for our staples, by way of New-Orleans, is on the wane—of one thing we may be certain, that it needs but the effort to make that city one of the greatest entrepôts on the globe. Its commercial position is unrivaled, and its climate daily improves. The continent, south of it, is yet to be explored, its resources to be developed, its riches and their variety to be unfolded. Three hundred millions of people ask to be admitted to communion and intercourse with six hundred millions west of us, who are shut out by an isthmus, only twenty-six miles in width. A hundred millions of dollars have already been expended or devoted to the work of leveling this barrier, of constructing rail-roads from the Atlantic to the Pacific, of tunneling mountains, digging canals, clearing out once navigable streams, of building highways which are to penetrate into and traverse the interior, and of laying the foundations of Anglo-Saxon cities on the sites of Indian villages. Steam has commuted time, and brought about a speedier and nearer relationship of Europe with America, and both with the East, than could have been accomplished by the ordinary sailing-vessel for a hundred years later. By a census of the Central and South American states, the increase of Caucasian population thereof, for seventy years was not greater than has been the increase of pure white population within the three years last past. And the influences that will inevitably work a restoration of the political, moral, and social condition of the South American states (and they have much to redeem)—that will lead to advancement in the arts and sciences, and to physical progress—will operate with the same results in the West Indies and the islands which belong to the continent. Let once the seed of Anglo-Saxon enterprise be sown, as it has been, to some extent, in Central America and south of the Amazon, it

will take root in a prolific soil, and give forth an abundant yield.

In a preceding table, we have supplied figures showing the extent and value of our domestic trade with the above countries. In the table below, marked A, we have collected from authentic sources the amount of the principal articles we import from thence; and in table B is shown the value or amount of the lead-

ing domestic articles we export thereto. The diversity, more than the magnitude, deserves attention. The whole view, however, evinces a healthfulness of condition in our commercial relations with the governments south of New-Orleans, and a decided and increasing augmentation, which every interchange of commodities tends to improve.

## [ A. ]

Articles.	West Indies.	British Honduras.	Cuba.	Haiti.	Mexico.	Central America.
Tobacco.....lbs.	59,292	—	3,396,796	329,058	20,730	419
Cigars.....M.	797,000	—	162,904,000	14,000	3,211,000	43,000
Indigo.....lbs.	6,593	28,440	13,144	301	18,709	26,962
Tallow.....lbs.	14,557	—	—	—	—	—
Brown sugar.....lbs.	57,963,435	—	275,327,497	99,073	—	337,246
Cocoa.....lbs.	104,791	—	32,898	778,533	188	23,039
Molasses.....gallons.	4,090,023	—	31,578,462	2,118	—	9,322
Wool.....lbs.	45,312	7,897	10	1,729	270	—
Raw hides.....value.	\$427,296	452	5,379	30,982	180,762	40,275
Mahogany, cedar, & other.....val.	\$5,808	33,820	97,580	127,607	1,431	1,686
Dyewoods.....value.	\$24,482	5,313	11,505	260,868	98,591	21,721
Copper.....value.	\$52,939	2,227	2,331	1,640	176	48
Hats, &c.....value.	\$64,882	—	674	—	12,264	101
Coffee.....lbs.	1,834,985	—	2,009,084	13,205,768	291,319	654
Gold and silver.....value.	\$98,863	15,692	326,918	111,183	1,042,993	17,670

Articles.	New Granada.	Venezuela.	Brazil.	Ch. Republic.	Argentine Republic.	Chil.	Peru.	Equador.
Tobacco.....lbs.	112,391	11,967	28,913	—	—	23,705	—	—
Cigars.....M.	448,000	24,000	69,000	—	5,000	—	—	—
Indigo.....lbs.	1,247	117,064	—	—	—	3,600	—	—
Tallow.....lbs.	—	—	—	—	185,019	—	—	—
Brown sugar.....lbs.	4,371	416,682	14,557,699	—	350	—	—	—
Cocoa.....lbs.	13,901	39,516	747,922	—	—	97,400	—	204,832
Molasses.....gallons.	—	2,879	—	—	—	—	—	—
Wool.....lbs.	—	8,569	400,844	306	12,105,536	2,109,846	—	—
Raw hides.....value.	\$58,992	703,331	1,131,182	16,774	1,714,105	81,786	6,709	353
Mahogany, cedar, & other.....value.	\$364	700	118,968	—	476	1,145	—	—
Dyewoods.....value.	\$58,982	28,856	—	—	—	50,367	—	656
Copper.....value.	\$79	3,773	3,446	—	—	1,367,191	—	—
Hats, &c.....value.	\$9,469	21,228	1,011	—	—	55,447	751	18,837
Coffee.....lbs.	94,419	17,589,447	107,578,257	—	—	103,699	—	10,484
Gold and silver.....val.	\$495,758	36,584	6,511	—	—	774	—	—

## [ B. ]

Articles.	West Indies.	British Honduras.	Cuba.	Haiti.	Mexico.	Central America.
Whale oil.....gallons.	43,440	64	184,094	5,937	4,100	126
Sperm candles.....lbs.	27,109	4,471	56,925	15,656	48,652	—
Fish.....value.	\$91,829	473	94,345	216,112	2,347	1,169
Wood, &c.....value.	\$497,800	6,752	410,498	66,645	9,378	6,292
Wood, manufactured.....value.	\$227,880	4,840	1,394,579	4,410	17,132	39,116
Provisions, &c.....value.	\$948,582	30,548	320,958	339,676	69,040	9,124
Breadstuffs.....value.	\$1,460,390	36,997	804,277	239,482	6,150	17,592
Soap and candles.....value.	\$244,938	7,938	105,422	114,166	1,362	9,556
Cotton manufacture.....value.	\$109,827	45,228	25,711	296,111	111,072	65,997
Non-enumerated—Manufactured.....	\$68,292	6,876	450	66,496	8,678	122,947
Raw.....	\$74,923	3,469	67,999	5,303	13,729	2,307

Articles.	New Granada.	Venezuela.	Brazil.	Ch. Republic.	Arg. Republic.	Chil.	Peru.	Equador.
Whale oil.....gallons.	574	1,361	2,649	60	280	2,041	540	—
Sperm candles.....lbs.	17,446	23,980	35,591	315	5,772	123,108	7,896	—
Fish.....value.	\$4,333	1,407	3,443	—	1,077	90	100	—
Wood, &c.....value.	\$32,421	5,966	28,778	3,552	72,386	19,368	328	—
Wood, manufactured.....value.	\$82,267	6,480	19,914	162	22,354	24,430	4,013	—
Provisions, &c.....value.	\$70,507	34,203	11,217	2,595	7,356	112,757	17,009	—
Breadstuffs.....value.	\$63,739	216,081	2,040,607	23,503	168,751	87,194	12,069	—
Soap and candles.....value.	\$12,287	22,684	16,968	254	3,243	6,665	280	—
Cotton manufacture.....value.	\$74,340	95,410	613,403	—	84,512	820,703	38,279	—
Non-enumerated—Manufact'd.....	\$22,152	38,780	—	25,111	33,842	8,926	13,253	—
Raw.....	\$30,415	8,699	24,573	745	5,959	11,670	1,033	—



The Amazon is the ventricle of South America, as the Mississippi is of the United States. It takes its rise in ten degrees thirty minutes south latitude, in the lake Launchoca, and flows for a distance in two branches—the Tunguragua and the Ucayale—until, forming a junction, and uniting with it other rivers, it at last empties into the Atlantic, almost under the equator. Its entire distance has been computed at 4,700 miles, and it has an inland navigation, by connecting tributaries, of over 70,000 miles! Its basin—although we have adopted the common estimate of 1,796,000 square miles—is said to exceed 2,400,000 square miles. Rising at the eastern base of the Andes, within sixty miles of the Pacific, in the heart of Peru, one branch of this majestic river follows a course due north to Jaen, in the State of Equador, thence through the southern provinces of Equador, eastwardly, until a junction is formed with the Ucayale, gathering in its way the rivers and streamlets of the Andes, and draining a country—yet almost in a state of nature—among the richest in precious metals and agricultural fertility on the globe. The Ucayale runs northeast, through the southern provinces of Peru, and in its course is also fed by numerous tributaries. After its junction with the Tunguragua, they roll together their floods, connecting the navigable streams of Bolivia, Peru, Equador, New Granada, and the Guianas; and finally they receive the voluminous waters of the Madeira, a river of the first class, which takes its rise in the vicinity of Potosi, and courses in solitude through the unexplored regions, unpeopled valleys, and dismal forests of Brazil, until it is discharged into the Amazon, two thousand miles from its source. Thence the three branches, united, pursue their way in majesty to the ocean. This union is the Amazon. Absorbing in its swollen bosom the head streams of Paraguay, and the whole range of country bounded by the Andes, the Gulf of Mexico, and the Caribbean, affording a navigation of 70,000 miles, this great river is entirely shut up to foreign commerce, and is still, at the option of the Brazilian government, to be opened to the enterprise and rivalry of nations. Of the countries which it drains, it may be more truly said than of any other:

" Stern winter smiles on this auspicious clime,  
The fields are florid in eternal prime;  
From the bleak pole no winds inclement blow,  
Mould the round hail, or flake the fleecy snow,  
But from the breezy deep the groves inhale  
The fragrant murmurs of the Eastern gale."

From the twentieth degree of south latitude to the twelfth degree of north latitude, all the rivers of South America, except such as drain the narrow strip of land on the Pacific, bounded on the east by the Andes, flow, as we have said, into the Gulf of Mexico. Nor is there a basin in the world, in which the navigable streams are so numerous, so diverse in their courses, so available in dispensing with artificial mediums of intercourse and communication. The Orinoco, which is an arm of the Amazon, takes up in its course the upper waters of New-Granada and Venezuela; and far down, beyond the equator, the Paraguay and the Parana, whose sources almost connect with the sources of the Madeira, bear the rich fruits of Buenos Ayres and Uruguay to the mouth of the Plata. It is impossible to conceive that the basins of South America, teeming with mineral treasures and agricultural products, overflowing with rivers and lakes, and enjoying every degree of temperature and salubrity, can long remain under the sole dominion of a semi-civilized people, or be the exclusive habitation of half savages, who luxuriate in indolence, or rove over the pampas and llanos in predatory hordes. Every impulse of reason combats such an opinion.

Three miles of cutting through a level and marshy country on the southeastern frontier of Bolivia, would give to the former the command of an interoceanic route of four thousand miles. One outlet would be the mouth of the Plata; the other, the mouth of the Amazon. Three miles of cutting would allow of a vessel of light tonnage to start from the mouth of the Orinoco, on the Caribbean, and navigate through Venezuela, New-Granada, and down the Amazon to its mouth; up the Amazon to Peru, and down through the northern provinces of Brazil to the Madeira; and down the Madeira to the Paraguay, and down this river to Montevideo; and up again to the Parana; and up the Parana through southern Brazil, to within sixty miles of Rio Janeiro, inland. But three miles of cutting is required to

open the whole of South America to ship navigation, and to bring its entire products into the Gulf of Mexico.

The export trade of these countries is in its infancy. It does not exceed \$10,000,000 per annum, viz:

Domestic exports of Mexico, (annual average) .....	\$18,000,000
Domestic exports of New-Granada .....	2,800,000
"    "    Venezuela .....	4,000,000
Central America .....	4,000,000
Bolivia (local) .....	—
Ecuador .....	900,000
Peru .....	9,000,000
Uruguay .....	3,000,000
Buenos Ayres .....	6,500,000
The Guianas .....	8,000,000
Brazil .....	43,000,000

The trade of Mexico is declining, owing to the exhaustion of her precious mines, her inability to pay for foreign goods, the frightful contrabandism that prevails, and the political instability of the supreme government, still further weakened by the constant defection of its provinces. A splendid traffic, how-

ever, might still be carried on with foreign nations, by exchanging, (instead of silver and platina,) cochineal, indigo, leather, sarsaparilla, vanilla, jalap, soap, logwood, pimento, &c., for fabrics and merchandise, which the nation cannot dispense with, but which are principally smuggled into the state, causing a loss of revenue to the national treasury, and still contributing to the prostration of the country. The moral, political and commercial condition of Mexico is desperate in the extreme. What it may become under future dynasties, the hereafter will reveal.

The trade of Central America, and its rapid augmentation, is an evidence of the spirit of enterprise that has been infused into it by Anglo-Saxon contact and example. The commerce of the states, foreign and coastwise, is estimated at \$20,000,000 annually; the domestic exports alone amounting, as stated, to \$4,000,000, namely:

Articles.	Guatemala.	San Salvador.	Honduras.	Nicaragua.	Costa Rica.
Indigo .....	\$23,000	\$800,000	\$16,000	\$35,000	\$ —
Cochineal .....	800,000	—	—	—	—
Gold and silver .....	40,000	40,000	700,000	—	300,000
Sarsaparilla .....	8,500	—	60,000	12,000	44,000
Dyewoods .....	11,000	—	—	700,000	230,000
Hides .....	11,000	38,000	8,000	12,000	23,000
Mahogany .....	6,000	—	—	21,000	—
Peruvian bark .....	—	16,000	—	—	—
Sugar .....	—	7,000	—	—	21,000
Coffee .....	—	—	—	—	81,000
Tortoise shells .....	—	6,000	50,000	—	—
Cattle .....	—	—	23,000	—	—
Total .....	\$900,500	\$907,000	\$863,000	\$780,000	\$691,000
Total (without including minor articles) .....	\$4,141,500				

Proceeding south, the state of Venezuela comes next. The export trade of this country, which abounds with all the elements of wealth, equals the export trade of all the states of Central America, and is susceptible of an almost unlimited expansion. The principal items shipped alone are:

Coffee .....	\$1,300,000
Cocoa .....	800,000
Indigo .....	550,000
Dyewoods .....	750,000
Tobacco, hides, baize, &c. ....	1,000,000
Other commodities .....	300,000
Total .....	\$4,025,000

Proceeding coastwise, we next arrive at the Guianas. Their commerce is of far greater magnitude than the reader might be disposed to credit. Their export trade amounts annually in value to \$8,000,000, as follows.:

BRITISH GUIANA.	
Sugar .....	\$3,400,000
Rum .....	722,000
Molasses .....	304,000
Coffee .....	134,000
Cotton .....	55,000
All other .....	55,000
Total .....	\$5,000,000
DUTCH GUIANA.	
Sugar .....	\$1,250,000
Coffee .....	320,000
All other .....	430,000
Total .....	\$2,000,000
FRENCH GUIANA.	
Raw sugar .....	\$280,000
Molasses .....	14,000
Cocoa .....	6,000
Coffee .....	6,000
Cloves .....	60,000
Pepper .....	8,000
Cabinet wood .....	40,000
Cotton .....	103,000
Arnotto .....	161,000
Rum .....	6,000
All other .....	216,000
Total .....	\$1,000,000

First, beyond the equator, we come to Brazil. The domestic exports of this state are:

Hides.....	\$2,000,000
Coffee.....	17,000,000
Cotton.....	5,000,000
Sugar.....	12,000,000
Dyewoods.....	1,000,000
All other.....	3,000,000
Total.....	\$40,000,000

Uruguay, the last of the states north of the Plata, exports as follows:

Ox and cow hides.....	number.....	430,000
Horse-hides.....	number.....	60,000
Horns.....	number.....	500,000
Hair.....	arobas.....	18,000
Wool.....	arobas.....	34,000
Tallow.....	arobas.....	36,000
Beef.....	quintals.....	200,000
Grease.....	arobas.....	7,000
Sheep-skins.....	number.....	17,000
Nutria-skins.....	number.....	6,000

Proceeding up the Paraguay, we reach the frontiers of Bolivia. This state is entirely shut in from the Pacific; but it has a navigable water course to the Atlantic by the Amazon. Three miles of cutting, as stated, would also give them command of a river route to the mouth of the Plata. The inhabitants are not naturally indolent; but their want of enlightenment, which only can be had by frequent and general intercourse with the world, retards the development of their inherent energies. Their trade is entirely local. They neither import nor export, except through contiguous countries; and statistics of this trade we are not in possession of.

Buenos Ayres, which is south of the Plata river, and intercepts the trade of the Paraguay and Parana rivers, exports:

Gold and silver.....	value.....	\$600,000
Ox-hides.....	value.....	4,000,000
Jerked beef.....	value.....	500,000

Horse hair.....	value.....	\$250,000
Sheep's wool.....	value.....	400,000
Chinchilla and nutria skins.....	value.....	150,000
Tallow.....	value.....	160,000
Sheep-skins.....	value.....	150,000
All other.....	value.....	290,000

Total.....\$6,500,000

The domestic exports of Peru are:

Bark.....	value.....	\$320,000
Copper.....	value.....	80,000
Cotton.....	value.....	240,000
Bullion, &c.....	value.....	6,000,000
Hides.....	value.....	30,000
Skins.....	value.....	40,000
Wool, &c.....	value.....	500,000
All other.....	value.....	1,790,000

Total.....\$9,000,000

The domestic trade of Ecuador is growing. It already includes 70,000,000 pounds of cocoa a year, and the demand exceeds the supply. The exports of the state are principally

Cocoa.....	value.....	\$490,000
Timber, &c.....	value.....	200,000
All other.....	value.....	210,000

Total.....\$900,000

Finally, as we return toward the Isthmus, we pass through New-Granada, the exports of which are principally the precious metals, bearing a proportion to all other commodities, as follows:

Precious metals.....	value.....	\$1,700,000
All other commodities.....	value.....	300,000

Total.....\$2,000,000

If we are to have reciprocity, let it be a reciprocity founded in justice to the whole Union—that will invite the products of the basins of the continent to seek one great midway sea—and not a reciprocity confined to a single section, and designed to benefit but a single interest.

## ART. II.—NEW-YORK IN EIGHTEEN HUNDRED AND FIFTY-TWO-FIFTY-THREE:

PROGRESS OF THE STATE—COMMERCE OF THE CITY—RAIL-ROADS—CANALS—EXPENDITURES—DISEASES—MORTALITY—PRICES AND RECEIPTS OF COMMODITIES—SOURCES OF POPULATION AND IMMIGRATION, ETC.

We had occasion last autumn, when speaking of the approaching World's Fair, in New-York, to express our opinion upon the causes which have led to the empire greatness of that city, and to commend the wide and liberal policy which she has pursued. On previous occasions we presented the facts and

statistics of her growth from year to year, and many speculations pertaining to her future, all of which were condensed into the volumes of the *Industrial Resources*. Nothing remains now but to add to this material the facts and figures of the year which has closed, in order to make it complete upon almost all of the

points to which either interest or instruction can attach, and we are enabled to obtain these from the voluminous reports of the Herald, the Courier and Enquirer, and official papers before us.

We begin with some particulars relating to the state, for which we are indebted to the late annual message of Governor Seymour:

The number of patients in the State Asylum at Utica was:

	Males.	Females.	Total.
Commencement of the year	320	215	435
Admitted during the year	200	190	390
Total number treated	420	405	825

There have been discharged during the year:

	Males.	Females.	Total.
Recovered	92	64	156
Much improved	7	4	11
Improved	21	21	42
Unimproved	63	60	123
Died	22	17	39
Total	205	166	371

We have received the following statement in reference to the Lunatic Asylum on Blackwell's Island:

Remaining in the Asylum on the 1st Jan., 1852	517
Admitted from 1st Jan. to 18th Dec., 1852	488
Discharged during the same period	341
Died	128
Remaining, December 18, 1852	562

Of those admitted, 99 were natives, and 389 foreigners.

Of those discharged, 71 were natives, and 270 foreigners.

Of those who died, 29 were natives, and 99 foreigners.

The number of pupils now in the New-York Institution for the Instruction of the Deaf and Dumb, is two hundred and fifty-nine; of this number one hundred and eighty-five are supported by the state. At the last session of the legislature, the number of pupils thus supported was increased thirty-two, adding one from each senate district—making the whole number of state beneficiaries one hundred and ninety-two. This institution continues to improve its system of instruction, to increase the value of its results, and to gain in the estimation of the public.

The Institution for the Blind is successfully conducted. There are one hundred and fifty-three blind persons in the establishment; forty-two are em-

ployed in the workshops. The introduction of new trades has been attended with great advantage to the inmates. The imposition of heavy assessments for grading the streets around the buildings of the institution, will require increased pecuniary aid from the legislature.

We have the following statement from the commissioners of emigration:

Whole number of aliens who arrived at the port of New-York, May 5th, 1847, 1,336,960.

Number arrived during this year, up to December 15th, 295,272.

Number of persons admitted to Immigrant Refuge Hospital, Ward's Island, during the year, about 15,000.

Number of persons admitted to Marine Hospital, Staten Island, 8,511.

Number of persons relieved in the various counties in the state, and chargeable upon the commutation fund, about 13,138.

Number of persons lodged and relieved temporarily in the city, 18,391.

Number of persons for whom employment was found in the city, various parts of the state, and in other states, from the office in this city under the charge of commissioners, 14,612.

Number of persons forwarded to various places at expense of commissioners, 4,962.

Number of persons for whom special bonds have been demanded during the year, under the amended act of July, 1851, about 1,000.

The commissioners state that six years' experience has shown that the commutation of \$1 50 for each person is sufficient to provide for the support of the poor and helpless emigrant, but not enough to cover the expenses of procuring buildings for their reception.—Since May, 1847, the state has been relieved from all expense of both sick and destitute from abroad. Large numbers of emigrants have been aided in getting employment here, or in going to other states where their labor was in greater demand. The commission is indebted \$170,000 for land and the erection of buildings.

On the 30th of September the public funds devoted to education amounted to the following sums:

The Common-School Fund	\$2,354,530 00
" United States Deposit Fund	4,014,420 00
" Literature Fund	272,080 92
	\$6,641,030 92



These funds are securely and productively invested. In 1851, there were 11,737 school districts in the state.

The returns for the years 1850 and 1851, show the condition and progress of our common school-system.

*Number of pupils in 1850-'51.*

	1850.	1851.
The number of pupils attending the district schools was. . .	726,261..	862,507
The number attending private schools was. . . . .	43,520..	31,767
The number of schools for colored children was. . . .	105..	—
The number of pupils attending them was. . . . .	5,305..	4,410
Pupils instructed in the district schools during the whole year. . . . .	7,035..	8,765
Pupils instructed ten months and less than twelve. . . .	43,306..	39,059
Ditto eight months and less than ten. . . . .	59,962..	68,742
Ditto six months and less than eight. . . . .	110,981..	125,745
Ditto four months and less than six. . . . .	170,005..	178,330
Ditto two months and less than four. . . . .	212,578..	211,367
Ditto less than two months. . .	196,561..	200,473
Number of volumes in school-district libraries. . . . .	1,507,077..	1,570,131

	1850.	1851.
Amount paid for teachers' wages. . . . .	\$1,350,345 92..	\$1,681,316 00
Amount paid for district libraries. . . . .	89,104 96..	90,579 50

The total amount expended for common schools was. . . . .	\$1,884,826 16..	\$2,249,814 02
Amount paid for building and repairing school-houses, &c..	445,164 28..	477,918 51

From these statistics it appears that about one quarter of the population of the state are receiving, in our district schools, the education that is to fit them to perform their duties as citizens of our republic. Their characters and success in life will be greatly influenced by the kind of instruction they receive in these schools. We cannot estimate their importance too highly. They will exert a vast, perhaps a controlling, influence upon the future prosperity of our country. Every consideration of prudence, patriotism, and benevolence, demands that our common-school system should be encouraged and supported, that the employment of competent teachers may be secured. This could be done by giving them a just compensation for their services, and by a proper appreciation, on the part of the legislature and the public, of the dignity and value of their labors.

In preparing and training competent teachers for our schools, the State Normal School, and the departments for the education of the common-school teachers in the academies, exercise an important influence. These are understood to be in a flourishing condition. The Norman School has more pupils than at any preceding period.

The number of convicts in the prisons of the state is as follows:

At Sing-Sing. . . . .	869
At Auburn. . . . .	759
In Clinton county. . . . .	135
Total. . . . .	1,763

This is an increase of sixty-nine above the returns of last year. The number of female convicts is about eighty.

The expense of maintaining the prisoners beyond the amount of their earnings, with the cost of indispensable improvements, will make the following appropriations necessary.

For the prison at Auburn. . . . .	\$14,000
"    Sing-Sing. . . . .	7,000
"    in Clinton county. . . . .	27,000
Total. . . . .	\$48,000

The officers are confident that after the contemplated improvements are paid for, these establishments will sustain themselves. The annual report of the inspectors will contain a detailed and interesting statement of the expenses and condition of these prisons.

Great interest is felt by a large class of our mechanics in the success of the Clinton Prison. The character of the labor of the convicts at that place conflicts less with the interests of some of our citizens, than the employments pursued in the other prisons. This establishment has heretofore been quite expensive to the state, and has been regarded as an unsuccessful experiment. The prisoners have been engaged in digging, separating, and preparing iron ores for the use of the neighboring furnaces. The depressed state of iron manufactures has lessened the demand for the ore, and the prices at which it is sold. The original plan of the prison contemplated the erection of the necessary works for making iron, and manufacturing it into some of its ruder forms. The legislature, at its last session, made an appropriation for furnaces for smelting and manufacturing iron. These are not yet completed, but they will soon be

finished, at a cost not exceeding the amount appropriated.

The inspector in charge of the prison is confident that when the establishment is completed, according to its original design, it will give a revenue to the state beyond the cost of maintaining it.

The number of banks, banking institutions, and individuals doing banking business, in the state, is 277; being an increase of 33 over last year. The chartered banks have been reduced from 72 to 70. Banking associations have increased 23, and individual banks 12.—The number of free banking corporations in the state is now 118, and of individual banks 89. These free banks have received from the comptroller for issue notes amounting to \$19,150,056, which is an increase of \$3,488,052 since December, 1851. The bank circulation of the state was, on the first of December last, \$58,790,985 against \$27,254,458 in September, 1851.

Arrivals at New-York of vessels from foreign ports, together with the number of passengers arrived, for the year ending December 31, inclusive:—

	Steamships.	Ships.	Barks.	Brigs.	Schooners.	Total.
American.....	157.	502.	410.	634.	297.	2,300
British.....	49.	82.	252.	407.	221.	1,013
Bremen.....	29.	62.	31.	3.	1.	125
French.....	—.	9.	9.	—.	—.	18
Austrian.....	5.	2.	2.	—.	9.	9
Swedish.....	2.	7.	30.	2.	41	41
Norwegian.....	2.	12.	28.	1.	43	43
Sicilian.....	—.	8.	10.	1.	19	19
Hamburg.....	18.	25.	5.	—.	48	48
Danish.....	2.	7.	10.	—.	19	19
Russian.....	2.	8.	4.	—.	14	14
Belgian.....	7.	12.	1.	8.	20	20
Dutch.....	—.	8.	5.	—.	23	23
Neapolitan.....	—.	1.	3.	—.	4	4
Prussian.....	2.	18.	14.	—.	34	34
Sardinian.....	—.	1.	3.	—.	4	4
Genoese.....	—.	—.	4.	—.	4	4
Mecklenburgh.....	1.	6.	—.	—.	7	7
Italian.....	2.	7.	—.	—.	9	9
Spanish.....	1.	2.	2.	—.	5	5
Lubeck.....	—.	1.	1.	—.	2	2
Oldenburgh.....	8.	7.	2.	—.	17	17
Columbian.....	—.	1.	1.	—.	2	2
Portuguese.....	—.	1.	14.	7.	23	23
Mexican.....	—.	—.	—.	—.	1	1
Venezuelian.....	—.	—.	4.	—.	4	4
Hanoverian.....	—.	3.	6.	2.	12	12
Brazilian.....	—.	—.	3.	—.	3	3
Bavarian.....	—.	—.	1.	—.	1	1
Total.....	206.	936.	860.	1253.	544.	3,228

The whole number of passengers arrived during the same period:

\* Including two (one Dutch and one Hanoverian) galliots and one (Portuguese) yacht.

From Foreign Ports.....	310,335
From California.....	12,158
Total.....	322,493

Number of passengers for the last thirteen years:

1841.....	57,337	1847.....	100,110
1842.....	74,949	1848.....	191,969
1843.....	46,302	1849.....	221,799
1844.....	61,002	1850.....	226,287
1845.....	82,000	1851.....	290,081
1846.....	115,230	1852.....	310,335

Number of passengers from California for:

1851.....	12,158	1852.....	12,158
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Comparative statement of arrivals for:

	1851.	1852.
Steamers.....	166	206
Ships.....	941	956
Barks.....	883	880
Brigs.....	1,303	1,253
Galliots.....	4	2
Ketches.....	2	0
Schooners.....	558	544
Sloops.....	1	0
Yachts.....	0	1
Total.....	3,998	3,622

Decrease in 1852—65.

Statement of the value of Exports from New-York during the year 1852.

	Domestic Merch'dise.	Foreign Merchandise.		Specie.
		Free.	Dutiable.	
January..	2,419,206.	26,693.	358,244.	2,908,056
February..	3,352,943.	63,932.	352,472.	3,551,543
March.....	4,313,345.	100,557.	357,250.	611,994
April.....	4,244,044.	67,719.	353,262.	900,266
May.....	4,949,924.	106,818.	545,973.	1,634,893
June.....	3,566,360.	135,500.	482,594.	3,566,355
July.....	2,975,543.	30,750.	325,732.	2,971,499
August.....	2,340,890.	46,464.	220,978.	2,935,833
Sept.....	3,289,429.	128,184.	317,888.	2,122,495
October.....	3,497,874.	82,886.	454,801.	2,452,301
Nov.....	3,529,447.	27,634.	541,296.	609,813
Dec.....	2,947,846.	54,805.	518,352.	1,180,305

Monthly Summary of Importations for 1852.

	Free Goods.	Specie, &c.	Dutiable Goods.	Duties and Licenses.
Jan. \$1,041,466.	104,736.	8,584,311.	2,126,566	
Feb.. 1,110,949.	110,293.	7,024,952.	1,747,468	
Mar. 1,843,933.	325,421.	9,302,034.	2,337,931	
April 1,496,449.	327,460.	8,410,448.	2,677,291	
May 789,046.	380,584.	6,006,906.	1,464,107	
June 1,062,947.	429,747.	7,626,181.	1,915,577	
July 913,154.	180,667.	11,453,117.	2,876,319	
Aug. 1,075,368.	56,907.	13,711,421.	3,434,325	
Sept. 834,343.	66,789.	11,095,827.	2,691,064	
Oct. 215,143.	62,690.	7,775,614.	1,921,878	
Nov. 891,382.	80,766.	7,167,831.	1,692,634	
Dec. 829,147.	112,815.	6,421,660.	2,357,649	

\$12,105,332. 2,408,615. 106,670,411. 26,542,229

Of which the following are some of the principal articles:—

Dry Goods.....	\$62,618,421
Sugars.....	1,917,118
Coffee.....	5,349,640
Hardware and cutlery.....	2,711,236
Hides.....	3,005,862
Lead.....	1,548,966

Liquors .....	1,923,990
Molasses .....	935,890
Rail-road iron .....	3,580,838
Steel .....	1,083,534
Sugar .....	8,926,690
Tea .....	6,398,104
Tobacco .....	703,387
Tin .....	3,045,320
Watches .....	2,183,047
Wines .....	1,645,356

## Summary of Imports.

Months.	Mds. Warehoused during 1859.		Mds. withdrawn from Warehouses in 1859.	
	Dutiable.	Duties.	Dutiable.	Duties.
Jan. ....	\$1,281,504.	355,690.	1,584,639.	472,591
Feb. ....	1,003,383.	230,793.	1,788,977.	639,229
March ..	916,519.	241,399.	1,605,840.	491,949
April ...	732,422.	203,413.	1,255,429.	419,548
May ....	553,109.	124,639.	1,380,371.	477,824
June ...	640,722.	170,106.	911,479.	314,855
July ....	423,919.	110,901.	1,095,800.	363,452
August ..	466,962.	128,293.	1,329,991.	448,797
Sept. ...	623,263.	164,312.	1,254,358.	462,774
Oct. ....	594,426.	169,531.	1,256,570.	466,727
Nov. ....	506,068.	167,445.	1,047,972.	338,109
Dec. ....	935,257.	242,223.	903,841.	329,245

Total .. \$8,667,641. 3,308,965. 15,415,280. 5,145,099

Specie and Gold Dust entered at New-York by California steamers for 1852, exclusive of passengers.

January .....	\$3,891,001
February .....	1,070,423
March .....	4,064,694
April .....	701,675
May .....	3,044,462
June .....	4,634,506
July .....	1,755,209
August .....	4,803,838
September .....	1,367,353
October .....	5,151,330
November .....	4,601,346
December .....	2,258,352

Total .. \$37,363,569

The average length of each of 23 voyages from New-York to Liverpool, of the COLLINS ships, was 10 days, 19 hours, and 14 minutes.

The average length of each of 24 voyages from Liverpool to New-York of the COLLINS ships, was 11 days, 16 hours, and 24 minutes.

The average length of each of 24 voyages from New-York to Liverpool, of the CUNARD ships, was 11 days, 8 hours, and 55 minutes.

The average length of each of 25 voyages from Liverpool to New-York, of the CUNARD ships, was 12 days, 11 hours and 36 minutes.

The shortest passage was made by the *Arctic*, in February, when she went out to Liverpool in 9 days, 17 hours, and 10 minutes.

The longest passage was made by the *Niagara* in the same month, when she put into Halifax on her way to New-York, making the voyage in 20 days, 16 hours, and 20 minutes.

The shortest passage by a CUNARD ship was the *Asia's*, in August, when she reached New-York in 10 days, 4 hours, and 52 minutes.

The longest passage by a COLLINS ship was the *Pacific's*, in February, when she was 15 days, 6 hours, and 25 minutes in reaching New-York.

## New-York State Canals—Tolls, Trade, and Tonnage.

Years.	Tolls, amount collected.	Total movement east and west.		Total rec'd at tide-water.
		Tons.	at tide-water.	
1836 .....	\$1,614,349.	1,310,807.	696,347	
1837 .....	1,392,629.	1,171,296.	611,741	
1838 .....	1,590,911.	1,333,011.	640,481	
1839 .....	1,616,389.	1,433,713.	602,128	
1840 .....	1,775,747.	1,417,046.	669,012	
1841 .....	2,034,882.	1,521,661.	774,334	
1842 .....	1,749,197.	1,236,921.	666,626	
1843 .....	2,081,590.	1,513,439.	836,861	
1844 .....	2,445,761.	1,816,586.	1,019,994	
1845 .....	2,645,931.	1,977,565.	1,204,043	
1846 .....	2,755,593.	2,268,669.	1,362,319	
1847 .....	3,634,942.	2,669,810.	1,744,283	
1848 .....	3,252,184.	2,796,230.	1,447,905	
1849 .....	3,268,226.	2,894,732.	1,570,946	
1850 .....	3,273,890.	3,076,617.	2,035,666	
1851 .....	3,329,787.	3,582,733.	1,977,151	

## Value of the Total Movement.

Years.	Value.	Years.	Value.
1836 .....	\$67,634,643	1844 .....	90,921,132
1837 .....	55,809,228	1845 .....	100,553,245
1838 .....	65,746,559	1846 .....	113,612,109
1839 .....	73,399,764	1847 .....	151,563,428
1840 .....	66,303,893	1848 .....	140,086,157
1841 .....	92,202,929	1849 .....	144,732,285
1842 .....	60,016,608	1850 .....	156,397,929
1843 .....	76,276,909	1851 .....	159,981,801

## Value of Imports at the Ports of Boston, New-York, Philadelphia, and Baltimore.

Years.	Boston.	New-York.	Philadelphia.	Baltimore.
1836 .....	\$24,248,727.	\$117,700,917.	\$15,068,233.	\$7,131,503
1837 .....	17,949,146.	78,543,706.	11,680,011.	7,857,033
1838 .....	12,355,131.	68,159,360.	9,323,840.	5,701,869
1839 .....	17,987,754.	99,483,414.	15,037,420.	6,995,285
1840 .....	14,826,967.	60,064,942.	8,464,882.	4,835,617
1841 .....	18,912,078.	75,358,283.	10,342,206.	6,101,313
1842 .....	15,796,600.	57,446,081.	7,381,770.	4,416,138
1843 .....	15,788,484.	31,112,227.	2,755,958.	2,479,132
1844 .....	18,884,448.	64,528,188.	7,217,238.	3,917,730
1845 .....	21,230,381.	69,897,405.	8,156,446.	3,741,286
1846 .....	22,615,117.	73,531,611.	7,999,393.	4,042,915

Years.	Boston.	New-York.	Philadelphia.	Baltimore.
1847.....	\$23,279,148.....	\$83,075,296.....	\$9,586,126.....	\$4,432,314
1848.....	27,183,777.....	92,947,176.....	12,147,000.....	6,343,643
1849.....	23,275,953.....	91,374,584.....	10,644,803.....	4,976,731
1850.....	28,656,163.....	116,667,558.....	12,065,834.....	6,124,201
1851.....	30,508,139.....	144,454,016.....	14,168,618.....	6,648,774

*Value of Exports from the Ports of Boston, New-York, Philadelphia, and Baltimore.*

Years.	Boston.	New-York.	Philadelphia.	Baltimore.
1836.....	\$8,716,330.....	\$27,668,159.....	\$3,677,607.....	\$3,393,444
1837.....	8,016,859.....	25,459,627.....	3,841,599.....	3,769,917
1838.....	7,400,999.....	21,654,765.....	3,477,151.....	4,524,575
1839.....	7,694,664.....	31,946,474.....	5,299,415.....	4,576,561
1840.....	8,232,386.....	32,408,089.....	6,820,145.....	5,768,769
1841.....	9,441,186.....	30,792,780.....	5,152,501.....	4,945,346
1842.....	7,830,794.....	25,467,316.....	3,753,894.....	4,901,238
1843.....	5,146,062.....	15,972,084.....	2,354,948.....	3,008,894
1844.....	7,501,469.....	29,722,803.....	3,535,256.....	5,126,476
1845.....	8,923,839.....	33,554,776.....	3,574,363.....	5,216,989
1846.....	8,958,043.....	33,646,906.....	4,751,005.....	6,869,055
1847.....	9,686,851.....	46,586,635.....	8,541,167.....	9,750,457
1848.....	12,204,462.....	49,742,238.....	5,732,233.....	7,129,461
1849.....	8,692,008.....	42,788,237.....	5,343,421.....	7,999,857
1850.....	9,141,652.....	47,580,357.....	4,501,606.....	6,944,615
1851.....	10,498,180.....	79,857,315.....	5,356,036.....	5,635,786

*Exports of some of the leading articles, from the port of New-York, during the years 1849, 1850, 1851, and 1852.*

POT ASHES.—1849, 25,242; 1850, 30,806; 1851, 22,465; 1852, 17,659, bbls.

PEARL ASHES.—1849, 3,236; 1850, 4,451; 1851, 2,436; 1852, 1,383, bbls.

COTTON.—1849, 275,642; 1850, 321,027; 1851, 277,857; 1852, 347,361, bales.

COTTON GOODS.—1849, 24,104; 1850, 32,215; 1851, 38,933; 1852, 54,590, packages.

FLOUR.—1849, 707,073; 1850, 1,029,480; 1851, 1,116,162; 1852, 1,278,895, bbls.

WHEAT.—1849, 363,812; 1850, 713,716; 1851, 1,424,665; 1852, 3,230,395, bushels.

CORN.—1849, 4,670,980; 1850, 2,552,780; 1851, 1,567,576; 1852, 763,212 bushels.

BEEF.—1849, 35,822; 1850, 55,611; 1851, 49,919; 1852, 52,016, bbls.

PORK.—1849, 79,739; 1850, 69,640; 1851, 47,624; 1852, 39,330, bbls.

LARD.—1849, 176,224; 1850, 128,658; 1851, 118,159; 1852, 97,941, kegs.

OMNIBUS LINES.

*Recapitulation.*

Kipp & Brown's Chelsea Line—Ninth Avenue and Hudson-street to South ferry, forty stages.

Kipp & Brown's Rail-road Depot Line

—Hudson River Rail-road depot to Battery-place, ten stages.

J. W. Forshay's Broadway Line—Twenty-first-street and Broadway to South ferry, forty stages.

Pullis & Roberts' Broadway and Fourth Avenue Line—Fourth Avenue, Thirty-second-street and Broadway to South ferry, thirty-five stages.

Ryerson & McElvany's Bull's Head Line—Thirty-second-street, Third Avenue, Thirty-fourth-street and Broadway to South ferry, thirty-two stages.

Murphy & Smith's Tompkins Line—Avenue B, Fourteenth-street and Broadway to South ferry, thirty-five stages.

Young & Ward's Empire Line—Thirty-fourth-street, Sixth Avenue, Ninth-street and Broadway to South ferry, twenty stages.

Young & Ward's Waverley Line—Thirty-fourth-street, Sixth Avenue, Eighth-street and Broadway to South ferry, twenty stages.

Mackrell and Simpson's East Broadway Line—Avenue C, Tenth-street, East Broadway and Broadway to South ferry, twenty-eight stages.

Do. do. do. one stage.

Marshall & Townsend's Fulton Line—Twenty-first-street, Seventh Avenue and Broadway to Fulton ferry, twenty-eight stages.

Bolster & Andrew's Croton Line—Forty-second-street, Fifth Avenue and



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Broadway to Fulton ferry, twenty-one stages.

William Tyson & Co.'s Telegraph Line—Williamsburg ferry, Grand, Bowery and Broadway to foot of Cortlandt-street, twenty-nine stages.

Murphy & Flynn's Yorkville Line—Harlem bridge to Tryon Row, twenty-four stages.

Finch, Sanderson & Co.'s Knickerbocker Line—Harlem Line—Thirty-second-street, Eighth Avenue and Broadway to South ferry, thirty-six stages.

Finch, Sanderson & Co.'s Phoenix Line—Forty-second-street, Eighth Avenue and Broadway to Burling slip, twenty stages.

Jimmerson & Beers' Dry Dock Line—Avenue C, Tenth-street, Bowery and Broadway to South ferry, twenty-eight stages.

Do. do. do. one stage.

Ludlow & Siney's Manhattan Line—Avenue C, Eleventh-street, Bowery and Broadway to South ferry, twenty-five stages.

Dewey, Dingleidien & Co.'s Pearl-street Line—Sixty-first-street, Third Avenue and Pearl-street to Burling slip, twenty-eight stages.

Garrison, Merriam & Brown's First Avenue Line—Thirty-second-street, East river, Bowery and Broadway to South ferry, twenty-three stages.

O'Keefe, Murphy & Smith's Eighth Avenue Line—Forty-eighth-street, Eighth Avenue and Broadway to Fulton ferry, twenty-three stages.

Lent & Mulford's Cortlandt-street Line—Houston-street ferry, through Broadway to Jersey City ferry, twenty stages.

Kipp & Brown's Chelsea Line—Fifty-first-street and Broadway to foot of the Park, ten stages.

John M. Clark's Wall-street Line—Thirty-first-street, Tenth Avenue and Broadway to South and Wall-streets, ten stages.

Lugar & Edwards' Catharine Ferry Line—Thirty-first-street and Tenth Avenue to Catharine ferry, ten stages.

Do. Dec. 10—ten stages additional.

Siney, Barkley & M'Lelland's Hudson River Rail-road Line—Hudson River Railroad depot to South ferry, thirty stages.

Lutz, Doll & Co.'s Shakspeare Line—Manhattanville to Tryon Row, 12 stages.

Do. December 2—six stages additional.

## Statement of the value of Real Estate in the City and County of New-York.

Date.	Value of Real Estate.	Date.	Value of Real Estate.
1826.....	64,804,050	1840.....	187,221,714
1827.....	72,617,770	1841.....	186,350,948
1828.....	77,139,880	1842.....	176,513,092
1829.....	76,130,430	1843.....	164,955,314
1830.....	87,603,580	1844.....	171,937,591
1831.....	95,594,335	1845.....	177,207,970
1832.....	104,160,604	1846.....	183,480,534
1833.....	114,124,566	1847.....	167,315,386
1834.....	123,249,280	1848.....	193,029,076
1835.....	143,732,425	1849.....	187,741,919
1836.....	233,742,303	1850.....	207,142,576
1837.....	196,450,100	1851.....	227,015,586
1838.....	194,543,359	1852.....	253,278,284
1839.....	196,940,134		

EMIGRATION.—The following tables, which we have compiled from the books of the commissioners of emigration, will exhibit the emigration for the last year; also the totals for the three previous years. Subjoined is the first table, showing the number of passengers to New-York, both foreign-born and native, for every month in the year:

Months.	Citizens.	Aliens.
January.....	1,703	15,162
February.....	2,502	5,342
March.....	3,124	21,736
April.....	3,545	28,193
May.....	3,917	33,372
June.....	5,541	49,225
July.....	4,550	29,403
August.....	3,359	34,513
September.....	3,232	36,775
October.....	2,757	17,767
November.....	2,528	16,573
December.....	2,224	15,019
Total.....	39,052	299,504

Here we have the curious fact of 39,052 American citizens returning from foreign parts to their own beloved and glorious land, during the last twelve months, while nearly 300,000 persons of foreign birth have arrived at the same port. The greater number of the emigrants do not remain here, but pass on to various states of the Union.

It will be seen that the largest number have arrived in June, the smallest in February. The emigration in June has been swelled by the enormous number of Germans arriving in that month.

The following table will exhibit the different countries from which the emigrants leave, and the numbers arriving respectively from each:

Ireland.....	117,537
Germany.....	116,126
England.....	31,275
Scotland.....	7,640
Wales.....	2,531
France.....	8,778
Spain.....	430
Switzerland.....	6,455
Holland.....	1,223

Norway .....	1,859
Sweden .....	2,066
Denmark .....	156
Italy .....	358
Portugal .....	30
Belgium .....	62
West Indies .....	265
Nova Scotia .....	73
Sardinia .....	69
South America .....	120
Canada .....	48
China .....	14
Sicily .....	42
Mexico .....	22
Russia .....	33
East Indies .....	18
Turkey .....	4
Greece .....	6
Poland .....	186

Total aliens ..... 299,404

" American citizens arrived.... 39,032

" Passengers..... 336,536

From the foregoing it will be seen that the countries which have contributed most to the emigration during the last year rank in the following order: Germany, Ireland, England, France and Switzerland. The two countries which have sent us seven-eighths of the whole number of emigrants, compared as follows for the different months of the year:

Months.	Ireland.	Germany.
January.....	6,661	3,426
February.....	2,630	1,978
March.....	13,213	3,816
April.....	10,917	11,699
May.....	12,875	13,939
June.....	15,876	22,379
July.....	9,193	12,573
August.....	11,615	15,652
September.....	12,430	15,428
October.....	7,300	6,921
November.....	3,033	4,926
December.....	6,687	6,024

Total..... 117,537 ..... 118,126

From the foregoing, it will be seen that the emigration from the two countries varies very much in the different months, being far greater in the same month from one than the other. It will also be seen that, for the first time in the history of emigration to this country, Germany has sent us more of its inhabitants than Ireland. The difference is as follows:

Germany.....	118,126
Ireland.....	117,537

Excess of Germans over Irish ..... 589

In the year 1851, the excess of the Irish over the Germans was 93,373; when the total number of emigrants from Ireland was 163,256, or considerably more than from all other countries put together, and the number from Germany being only 69,883. The German emigrants have this year exceeded their

number for last year by 48,243. The Irish emigrants have fallen off by 45,719. The greatest number of emigrants that ever arrived in this city from any country in the old world, was from Ireland, in 1851. The decline in the present year is owing partly to the success of the potato crop, and partly to the operation of the Incumbered Estates Bill, and the hope of a Tenant Right Bill through the action of the League.

The increase of the German emigrants arises from two causes; one is the political disturbances that shook the social fabric, and the other is from the fact of the communes in some parts of Germany sending out the pauper emigrants in cargoes, paying their passage to New-York, and hence to the interior. Never did half so many of the very poorest class of Germans arrive as during the last year.

The following table exhibits a comparative view of the emigration from all the countries for the last four years:

Nation.	1848.	1850.	1851.	1852.
Ireland.....	112,591	116,982	163,256	117,537
Germany.....	55,765	46,402	69,883	118,126
England.....	28,331	26,125	28,533	31,375
Scotland.....	8,840	6,771	7,302	7,640
Wales.....	1,782	1,590	2,180	2,531
France.....	2,683	3,308	6,064	8,778
Spain.....	214	237	278	450
Switzerland.....	1,405	2,361	4,499	6,455
Holland.....	2,447	1,174	1,708	1,323
Norway.....	3,300	3,150	3,112	1,880
Sweden.....	1,067	1,110	872	2,066
Denmark.....	156	96	220	156
Italy.....	602	475	618	338
Portugal.....	287	55	26	39
Belgium.....	118	230	575	62
West Indies.....	449	554	575	265
Nova Scotia.....	151	161	81	73
Sardinia.....	172	165	98	69
South America.....	33	103	121	190
Canada.....	59	61	50	48
China.....	9	11	9	14
Sicily.....	21	28	11	42
Mexico.....	23	41	42	22
Russia.....	38	19	21	33
East Indies.....	34	32	10	19
Turkey.....	6	5	4	4
Greece.....	6	3	1	6
Poland.....	138	183	142	186
Arabia.....	8	—	—	—

Total.... 220,602. 212,796. 280,601. 299,504

From the foregoing it may be seen that the emigration from Ireland is steadily increasing, with the exception of the present year, as compared with the past. That of Germany has tremendously increased, while from England it is almost stationary, with the exception of a slight increase in the present year. It will be seen that from France and Switzerland the emigration has increased twenty-five per cent. over

the last year, and three or four hundred per cent. since 1849. The total amount of emigration from all countries to this port, has steadily progressed during the last four years, till in the year 1852 it is nearly 300,000: and we have no doubt that half a million of human beings, from foreign countries, have arrived in all parts of the United States during the last twelve months. The great majority of these have already become good republicans, and will soon be thoroughly Americanized by our free institutions.

Table showing the range of the thermometer in New-York city upon the 15th day of each month in the year 1852:

Date.	Day.	7 A. M. Deg.	12 Noon. Deg.	6 P. M. Deg.	12 Night. Deg.
Jan. 15...	Thursday...	27	33	34	29
Feb. 15...	Sunday...	17	25	29	32
Mar. 15...	Monday...	41	43	56	43
April 15...	Thursday...	41	49	44	43
May 15...	Saturday...	40	52	50	49
June 15...	Tuesday...	75	83	81	78
July 15...	Thursday...	71	77	78	69
Aug. 15...	Sunday...	71	79	78	71
Sept. 15...	Wednesday...	63	68	61	57
Oct. 15...	Friday...	45	53	46	44
Nov. 15...	Monday...	37	40	40	36
Dec. 15...	Wednesday...	29	33	33	31

**MORTALITY IN 1852.**—The total number of deaths in the City and County of New-York during the year 1852 was 21,183. Males, 11,600; females, 9,503. The mortality in each month was as follows:

January	1,914
February	1,718
March	1,897
April	1,586
May	1,550
June	1,558
July	2,593
August	2,425
September	2,081
October	1,586
November	1,427
December	1,248

The number of still-born children was 1,378. The ages of the deceased ranged as follows:

1 year and under	5,193
1 to 2 years	2,848
2 to 5 do.	2,438
5 to 10 do.	921
10 to 20 do.	786
20 to 30 do.	2,134
30 to 40 do.	1,963
40 to 50 do.	1,324
50 to 60 do.	863
60 to 70 do.	610
70 to 80 do.	281
80 to 90 do.	179
90 to 100 do.	35
100 and upwards	3
Unknown	122

The mortality was divided as follows:

Men	4,528
Women	3,972
Boys	7,172
Girls	5,531

The principal diseases were as follows:

Consumption, 2,423; convulsions, 1,649; apoplexy, 637; bronchitis, 225; cholera, 374; cholera infantum, 965; cholera morbus, 238; croup, 599; congestion of lungs, 248; debility, 463; delirium tremens, 118; diarrhoea, 563; dropsy, 376; dropsy of head, 367; drowned, 168; dysentery, 770; erysipelas, 149; fever, 167; scarlet fever, 591; typhus fever, 647; puerperal fever, 149; disease of heart, 270; whooping cough, 187; hydrophobia, 1; hanged, 1; inflammation of brain, 431; inflammation of bowels, 424; inflammation of lungs, 1,030; marasmus, 978; measles, 242; old age, 155; palsy, 132; premature birth, 222; small-pox, 481; murdered, 18; suicide, 35; St. Vitus' dance, 1.

The following table will show the nativity of the deceased:

United States	14,682
Ireland	4,057
England	322
Scotland	167
Wales	30
Germany	1,233
France	63
Holland	13
Denmark	3
Sweden	15
Austria	3
Switzerland	27
Spain	5
Italy	14
Prussia	25
British America	68
West Indies	23
South America	5
Africa	1
Portugal	3
Poland	10
Belgium	7
Norway	4
Unknown	153
Russia	5
Total	21,183

**Whole number of Trials.**

	1852.	1851.
In the Court of Oyer and Terminer	14	14
In the Court of General Sessions	447	417
In the Court of Special Sessions	2,405	2,070
Total	2,866	2,510

**Whole number convictions, acquittals and discharges.**

	1852.	1851.
In the Court of Oyer and Terminer	14	16
In the Court of General Sessions	501	458
In the Court of Special Sessions	2,717	2,345
Prisoners discharged in all the Courts	1,427	1,387

Total	4,206	4,659
Number of indictments found by the Grand Jury	945	853
Number of complaints dismissed by the Grand Jury	221	281
Recognizances to answer filed during the year	1,810	1,680
Recognizances forfeited	28	45
Sentenced to be executed	5	8
Sentenced to State Prison for life, men,	1	1

	52.	51.	Place of Nativity.	New-York City.	State.	Total.
Sentenced to State Prison—						
Men .....	206	182	Michigan .....	86..	1,535..	1,921
Women .....	21	17	Illinois .....	72..	533..	605
Aggregate term of sentences, years, .....	613	736½	Other States .....	504..	1,548..	2,112
Sentenced to the Penitentiary—						
Men .....	603	731	Total United States .....	277,752	2,151,544	2,430,296
Women .....	131	153				
Sentenced to the City Prison—			England .....	22,824..	61,996..	84,820
Men .....	231	318	Ireland .....	132,730..	209,581..	343,311
Women .....	59	68	Scotland .....	7,660..	15,738..	23,418
Sentenced to the House of Refuge—			Wales .....	847..	6,683..	7,532
Boys .....	100	92	Germany .....	55,476..	62,922..	118,398
Girls .....	4	10	France .....	4,990..	7,525..	12,515
Amount of fines and fees collected and received, and paid into the city treasury, during the year 1852 .....	\$1,578 55		Holland .....	611..	2,308..	2,917
During the year 1851 .....	1,187 18		Italy .....	708..	125..	833
			Switzerland .....	764..	1,066..	1,850
			Russia .....	472..	145..	617
			Sweden .....	499..	254..	753
			Prussia .....	665..	1,546..	2,211
			British America .....	3,172..	44,028..	47,200
			West Indies .....	687..	380..	1,067
			Other countries .....	4,690..	6,080..	10,770
			Total foreign .....	237,795..	490,267..	658,062
			Total population .....	515,547..	2,581,806..	3,097,353

In the thirteen cases of recognizances forfeited in 1852, the prisoners were brought into court and convicted, or acquitted and discharged.

The late census returns of Mr. Kennedy furnish the nativities of the State of New-York, for the year 1850, as follows :

#### New-York State Population

Place of Nativity.	New-York City.	State.	Total.
New-York .....	234,843..	1,916,353..	2,151,196
Maine .....	1,432..	3,077..	4,509
New-Hampshire .....	698..	13,693..	14,519
Vermont .....	953..	51,646..	52,599
Massachusetts .....	5,587..	50,186..	55,773
Rhode Island .....	961..	12,168..	13,129
Connecticut .....	7,784..	58,317..	66,101
New-Jersey .....	13,255..	22,064..	35,319
Pennsylvania .....	5,283..	21,070..	26,353
Delaware .....	303..	596..	899
Maryland .....	1,832..	—	3,953
District of Columbia .....	261..	267..	528
Virginia .....	1,702..	1,645..	3,347
North Carolina .....	284..	389..	673
South Carolina .....	335..	400..	935
Georgia .....	277..	227..	510
Louisiana .....	303..	260..	563
Ohio .....	499..	3,244..	3,743

Of those under the head of "other countries," 461 were born in Spain, 194 in Portugal, 401 in Belgium, 12 in Turkey, 168 in Austria, 392 in Norway, 429 in Denmark, 34 in China, 66 in Asia, 80 in Africa, 83 in Mexico, 29 in Central America, 179 in South America, 40 in the Sandwich Islands, and 222 at sea. Of those under the head of "other states," 135 were born in Florida, 184 in Alabama, 164 in Mississippi, 44 in Texas, 20 in Arkansas, 116 in Tennessee, 369 in Kentucky, 415 in Indiana, 173 in Missouri, 70 in Iowa, 360 in Wisconsin, 7 in California, and 53 in the territories.

#### EXPENDITURES OF THE CITY GOVERNMENT, &c.

On what account.	1848.	1846.	1847.
Alms-House .....	\$269,678 46..	\$290,313 74..	\$356,466 80
Aqueduct repairs .....	—	4,675 79..	4,212 87
Board of Health .....	2,948 00..	1,623 92..	1,385 66
Coroner's fees .....	1,866 49..	6,480 93..	5,224 30
Cleaning docks and slips .....	365 10..	8,486 75..	2,969 50
County contingencies .....	40,308 14..	54,124 21..	70,994 93
Contingent expenses of Common Council .....	8,998 96..	8,870 18..	16,591 88
Cleaning streets .....	151,762 58..	158,439 79..	180,050 58
Donations .....	10,075 00..	8,100 00..	8,400 00
Elections .....	9,414 50..	10,884 70..	8,661 85
Errors and delinquencies .....	4,429 41..	3,014 94..	1,535 13
Fire Department .....	29,029 24..	27,164 81..	42,016 95
Interest on revenue bonds .....	—	64,150 49..	78,658 49
Intestate estates .....	17,125 54..	2,195 25..	1,342 69
Lamps and gas .....	159,293 93..	162,830 81..	162,815 19
Lands purchased for ass'ty .....	—	8,735 38..	1,121 39
Lands and places .....	3,400 00..	3,500 00..	4,575 00
Mayoralty fees .....	100 00..	100 00..	100 00
Police .....	222,067 98..	445,143 99..	469,732 68
Printing and stationery .....	28,345 68..	26,615 72..	22,996 91
Repairs and supplies .....	51,545 40..	42,791 58..	44,210 23
Rents .....	1,900 00..	1,300 00..	975 00
Real estate expenses .....	4,655 11..	5,770 86..	6,261 05
Roads and Avenues .....	18,069 32..	12,000 00..	17,549 93
Street expenses .....	24,463 85..	46,000 00..	60,318 59
Sewers, cleaning, &c. .....	2,589 47..	4,904 17..	4,753 01
Salaries .....	201,540 40..	191,503 40..	202,977 46
Officers' fees .....	48,013 77..	29,000 56..	27,714 86
Watch .....	151,194 00..	—	—
Polly Bodine case .....	2,200 37..	—	—
Park fountain ornaments .....	—	—	3,617 50
Docks and slips .....	43,725 23..	47,963 80..	89,950 02
Total funded accounts .....	\$1,518,345 92	\$1,680,923 77	\$1,808,168 97
Increase over preceding year .....	—	11½ per cent.	13½ per cent.



# City Expenditures for the last Eight Years—Increase of 1852. 545

## EXPENDITURES OF THE CITY GOVERNMENT—(continued.)

On what account.	1848.	1849.	1850.
Alms-House	\$399,787 56	\$404,663 55	\$400,000 00
Aqueduct repairs	3,194 41	12,360 00	39,890 00
Board of Health	1,459 94	60,298 88	2,513 61
City Inspector's Department	—	—	10,000 00
Coroner's fees	5,480 30	8,794 82	12,403 42
Cleaning docks and slips	4,635 00	6,695 00	14,043 27
County contingencies	89,334 24	94,133 99	109,936 92
Contingent expenses of Common Council	20,773 01	18,587 19	18,466 84
Cleaning streets	145,844 95	166,500 00	158,637 63
Donations	9,900 00	13,992 69	9,863 11
Elections	6,286 88	11,276 32	7,269 83
Errors and delinquencies	1,272 92	1,882 45	1,616 27
Fire Department	34,192 07	43,615 61	44,969 28
Interest on revenue bonds	75,503 96	108,628 25	143,719 86
Intestate estates	1,055 52	307 94	873 10
Lamps and gas	170,909 41	214,500 00	184,898 41
Land purchased for ass'ts	14,608 95	—	11,302 86
Land and places	9,962 30	6,512 01	8,300 00
Markets	—	2,200 00	4,000 00
Mayoralty fees	125 00	125 00	125 00
Police	480,908 02	504,085 65	487,541 57
Printing and stationery	29,983 49	40,775 42	35,207 25
Repairs and supplies	43,482 87	78,680 00	66,889 91
Rents	2,147 67	1,850 00	1,750 00
Real estate and expenses	6,096 48	35,403 19	90,782 96
Roads and avenues	19,572 05	27,124 71	50,000 00
Stationery	—	—	16,408 31
Street expenses	89,950 00	65,420 07	122,000 00
Sewers, cleaning, &c.	4,673 05	10,091 00	10,000 00
Salaries	209,726 31	236,467 42	195,103 99
Officers' fees	24,986 61	29,510 20	28,291 19
Park fountain	3,798 30	—	—
County officers	65,144 12	63,381 04	62,642 11
Bowling Green Fountain	—	—	2,523 03
Penitentiary Hospital	—	—	12,694 62
Water loan interest	—	—	180,689 00
Docks and slips	131,922 15	101,112 73	149,829 22
Total funded accounts	\$2,111,317 54	\$2,408,955 11	\$2,701,092 02
Per cent. increase each year	11½ per cent.	11½ per cent.	12½ per cent.

On what account.	1851.	1852.	Increase of '52 over '51.
Alms-House	\$390,000 00	\$390,000 00	—
Aqueduct repairs	13,729 32	30,000 00	\$16,271 68
City Inspector	37,107 98	75,000 00	37,892 02
Coroner's fees	8,350 27	12,000 00	3,649 63
Cleaning docks and slips	9,290 00	18,500 00	9,210 00
County contingencies	119,792 94	139,300 00	19,507 06
Contingent expenses of City Council	21,423 07	32,000 00	10,576 93
Cleaning streets	179,991 75	289,000 00	109,008 25
Donations	9,377 47	15,000 00	5,622 53
Elections	9,289 72	14,500 00	5,210 28
Errors and delinquencies	2,059 56	3,000 00	940 44
Fire Department	81,994 80	110,000 00	28,005 20
Interest on revenue bonds	69,972 54	76,100 00	6,127 46
Intestate estates	1,386 23	2,031 91	645 58
Lamps and gas	185,008 27	269,700 00	83,691 73
Land and places, &c.	13,267 66	32,927 01	19,659 35
Markets	4,200 00	7,000 00	2,800 00
Mayoralty fees	150 00	150 00	—
Police	530,907 87	615,000 00	84,092 13
Printing	44,916 61	70,000 00	25,083 39
Repairs and supplies	59,850 97	75,000 00	15,149 03
Rents	2,341 60	3,261 00	919 34
Real estate	35,425 00	159,100 00	123,675 00
Roads and avenues	49,994 21	68,888 93	18,894 72
Real estate expenses	37,735 53	50,000 00	12,264 47
Stationery	21,995 52	30,000 00	8,004 48
Street expenses	131,070 16	285,000 00	153,929 84
Sewers, repairing, cleaning, &c.	8,656 00	12,795 00	4,060 00
Salaries	231,687 77	242,000 00	20,312 23
Officers' fees	35,403 59	25,000 00	—
County officers	73,950 92	85,000 00	11,049 08
Statistical tables	1,500 00	—	—
Docks and slips	239,444 99	295,000 00	55,555 01
Total funded accounts	\$2,691,371 58	\$3,542,253 85	\$891,906 86
Increase over previous year	—	34 per cent.	—

NOTE.—As the pay-rolls for this year are not closed, we have put down round numbers. But there is no possibility of the same being too great; on the contrary, it is more than likely that additions to them will come in next year under the convenient head of "deficiencies."

\* Decrease nearly 2 per cent.

## THE RAIL-ROADS OF NEW-YORK.

	Buffalo and Niagara,	Hudson River, and Westchester,	New-York and Herk.	Northern, and Delaware,	Syracuse and Utica,	Utica and Schuylerville,	Buffalo and Niagara, and Westchester,	For 1853, N. Y. and N. F.,	Rockwell and Syracuse,
Capital stock as by charter.....	\$1,825,000 00	4,000,000 00	10,500,000 00	2,000,000 00	350,000 00	4,500,000 00	1,000,000 00	1,075,000 00	5,549,800 00
Amount of stock subscribed.....	1,825,000 00	3,753,475 92	7,768,991 17	2,000,000 00	350,000 00	4,500,000 00	1,000,000 00	1,447,500 00	5,549,800 00
Amount paid in as by last report.....	1,825,000 00	3,703,239 23	5,992,389 29	1,929,863 81	350,000 00	4,500,000 00	1,000,000 00	1,447,500 00	5,549,800 00
Total amount now paid in of capital stock.....	1,825,000 00	3,703,239 23	5,992,389 29	1,929,863 81	350,000 00	4,500,000 00	1,000,000 00	1,447,500 00	5,549,800 00
Funded debt, as by last report.....	1,825,000 00	2,740,515 99	7,766,991 17	1,578,311 61	350,000 00	4,500,000 00	1,000,000 00	1,447,500 00	5,549,800 00
Total amount now of funded debt.....	1,825,000 00	2,740,515 99	7,766,991 17	1,578,311 61	350,000 00	4,500,000 00	1,000,000 00	1,447,500 00	5,549,800 00
Unfunded debt, as per last report.....	184,903 00	6,046,395 00	18,003,868 90	1,609,730 00	300,000 00	103,500 00	87,000 00	1,446,180 00	5,132,900 00
Total amount now of floating debt.....	184,903 00	6,046,395 00	18,003,868 90	1,609,730 00	300,000 00	103,500 00	87,000 00	1,446,180 00	5,132,900 00
Total amount now of funded and floating debt.....	150,000 00	9,267,590 42	1,929,863 81	1,081,831 93	10,413 27	—	—	—	—
Total amount now of interest on funded debt.....	334,903 00	7,002,985 42	19,336,922 45	3,439,604 60	8,040 52	—	—	—	—
Average rate per annum of interest on funded debt.....	6 1/2 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	6 per cent.

## CHARACTERISTICS OF ROAD.

Length of road.....	76 miles..	144 miles..	446 miles..	118 miles..	35 miles..	53 miles..	78 miles..	69 miles..	76 miles..
Length of double track, including sidings.....	1 1/2	55	80 1/2	20	1 1/2	56	88	58	63
Weight of rail per yard on main track.....	62 lbs.	70 lbs.	58 62 1/2	58 62 1/2	57	61 and 70	65	4	3
No. of engine-houses and shops.....	6	4	19	5	1	6	4	9	9
No. of engines.....	17	44	143	28	5	18	25	4	13
No. of passenger cars.....	32	82	01	18	5	25	—	20	34
No. of baggage, mail, express and freight cars.....	145	465	1877	714	33	131	250	48	170
Business.....	253,892	553,908	1,022,424 1/2	198,849	60,130	215,945	326,840	90,854	42,408
Miles run by freight trains.....	130,745	344,289	1,022,424 1/2	224,391	18,200	103,300	200,500	15,880	4,028
Rate of fare per mile charged to pass. in respective class.....	1 1/2	1c to 2c	2c 1/2	1c to 2c	3c	2c	2c	3c	2c
No. of passengers (all classes) carried in cars.....	469,125	1,125,683	804,320	79,411	78,325	570,051 1/2	580,269	9 12-600	23 cents
No. of mules travell'd, or No. pass. carried one mile.....	25,027,066	47,664,308	81,179,354	3,439,258	1,941,355	23,505,482	27,360,956	108,095 1/2	98,750
No. of tons of 2000 pounds, of freight carried in cars.....	81,304	65,045	456,400 1/2	181,809	25,117	147,367	190,719 tons	8,853,961	2,892,683
Total movement of freight or No. of tons carried 1 mile.....	5,981,865	7,543,678	96,897,092	10,594,139	614,491	6,493,350	14,576,442	13,351 1/2	1,907
Average speed by ord. pas. trains, includ. stops, per hour.....	19	27	31	24	30	21 1/2	25 miles	30	16
Rate of speed of same when in motion.....	23	35	33	25	23	30	30	25	21
Average speed adopted by express trains, includ. stops.....	27 1/2	35	37	28	23	38 and 34	35	20	30
Rate of speed of same when in motion.....	30	43	33	30	24	38 and 44	38	33	36
Average speed adopted by freight trains, includ. stops.....	13 1/2	16	10	10	13	14	15	13	11
Rate of speed of same when in motion.....	16	25	15	12	15	16	15	16	15

## THE AMOUNT OF FREIGHT IN TONS.

Amount of the products of the forest.....	7,976	1,017	74,808	46,310	14,405	6,371	6,709 tons	1,305	237
Do. animals.....	25,391	23,347	75,943	7,412	464	41,982	70,043	3,773	158
Do. vegetable food.....	17,000	3,497	56,959 1/2	85,893	4,444	46,550	43,021	1,765	433
Do. other agricultural products.....	3,273	0,880	2,419	14,344	130	2,507	5,469	98	—
Do. manufactures.....	4,849	10,030	76,847	7,713	510	15,958	14,135	851	56
Do. merchandise.....	18,185	14,078	50,887	17,689	1,839	24,789	33,633	2,106	325
Do. other articles.....	4,769	3,755	119,734	4,463	1,336	9,323	17,599	3,400	107

93 miles of the Buffalo Road has been sold for \$252,000, which, deducted from cost of road and equipment, leaves that sum \$2,415,014.29. Add to the Hulon Road \$1,057,171.04 interest.

	Breeds and Berkshires	Holstein Friesian	New York and Jersey	Northern.	Owego and Syracuse	Rochester and Syracuse	Syracuse and Utica	Schenectady	Utica and Rensselaer	For New York A. N. P.
<b>EXPENSES OF MAINTAINING ROAD.</b>										
Repairs of road-bed and railway, except cost of iron.	\$9,087 45.	\$6,512 98.	\$18,351 29.	\$30,486 80.	\$9,645 54.	\$8,578 80.	\$38,286 48.	\$43,120 95.	\$16,918 54.	\$10,695 24.
Depreciation of wry.	—	—	—	—	—	—	2,178 31.	—	—	—
Cost of iron used in repairs.	—	55,080 00.	—	—	—	—	3,001 07.	3,777 30.	99 79.	1 00.
Repairs of buildings.	2,048 15.	780 92.	1,419 58.	6,193 16.	248 92.	7,408 07.	8,965 38.	459 74.	82 12.	36 60.
Repairs of fences and gates.	1,295 20.	32 35.	3,948 44.	831 78.	388 47.	7,449 91.	1,994 58.	18,603 80.	719 14.	—
Repairs on real estate.	12,080 34.	10,546 90.	43,233 01.	6,738 51.	1,675 50.	14,663 79.	—	—	—	—
Total.	\$44,509 26.	71,103 45.	390,207 28.	53,151 85.	11,683 52.	114,068 37.	58,593 96.	65,061 80.	17,757 99.	10,725 00.
<b>EXPENSES OF REPAIRS OF MACHINERY.</b>										
Repairs engines and tenders.	18,240 43.	69,635 19.	203,319 48.	92,937 82.	3,305 18.	48,550 79.	87,135 85.	23,300 38.	2,153 91.	2,054 03.
Repairs passenger and baggage cars.	1,489 83.	24,907 40.	63,313 07.	5,184 20.	1,105 00.	17,947 08.	14,256 91.	20,288 64.	586 81.	302 25.
Repairs freight cars.	7,281 50.	4,504 95.	63,894 71.	12,705 83.	1,385 20.	29,743 02.	7,933 02.	12,763 64.	888 53.	81 60.
Repairs locomotives.	—	—	—	—	—	—	—	—	—	59 19.
Repairs of tools and machinery in shops.	1,392 31.	2,860 46.	24,389 24.	2,995 84.	116 87.	4,457 38.	1,306 79.	2,794 38.	11 95.	—
Incidental expenses, including oil, fuel, clerk, watch, &c.	1,545 21.	9,912 48.	18,684 24.	10,318 98.	—	6,314 31.	5,320 19.	6,364 45.	253 50.	3,527 00.
Total.	\$39,880 27.	114,029 37.	375,546 74.	63,541 88.	5,913 20.	99,311 98.	55,903 30.	67,511 33.	3,998 99.	—
<b>EXPENSES OF OPERATING THE ROAD.</b>										
Office expenses, stationery, &c.	2,519 84.	8,293 49.	79,868 91.	9,788 32.	585 00.	5,499 56.	1,649 32.	1,885 87.	317 32.	666 80.
Agents and clerks.	10,041 66.	27,808 20.	70,868 51.	28,781 02.	2,782 50.	21,285 46.	14,537 55.	15,232 80.	4,244 64.	3,235 93.
Labor, loading and unloading freight.	8,053 09.	80,831 23.	90,367 21.	26,290 38.	—	5,191 33.	2,630 04.	5,770 56.	3,264 26.	198 00.
Porter, watchmen and switch tenders.	7,166 90.	76,438 03.	21,400 16.	9,284 40.	—	6,001 67.	2,660 28.	2,954 80.	2,408 07.	2,329 63.
Wood and water-station attendances.	5,534 96.	7,888 86.	6,019 49.	3,943 53.	3,158 10.	10,044 66.	5,570 11.	4,513 79.	1,558 13.	705 15.
Conductors, baggage and brakemen.	19,733 36.	39,881 64.	178,410 03.	20,425 31.	1,630 00.	24,004 30.	10,550 43.	13,349 32.	3,559 39.	1,938 25.
Engineers and firemen.	31,166 66.	241,321 63.	131,222 17.	19,448 00.	3,254 72.	31,887 60.	15,009 34.	18,072 90.	4,002 46.	1,887 04.
Fuel, coal and labor preparing.	88,130 41.	600,858 98.	269,363 68.	18,020 00.	13,218 36.	60,786 81.	45,768 71.	75,569 13.	15,092 80.	4,458 93.
Oil and waste for engines and tenders.	4,589 19.	19,541 00.	54,449 06.	6,538 09.	1,336 60.	6,964 55.	2,340 39.	8,116 78.	1,089 55.	—
Do. do. freight cars.	2,204 59.	9,218 29.	21,025 68.	3,788 88.	—	4,332 37.	1,718 38.	5,119 71.	1,300 02.	—
Do. do. passenger and baggage cars.	2,294 60.	4,745 60.	1,921 71.	304 61.	—	3,702 59.	1,718 38.	526 73.	526 73.	—
Loss and damage of goods and baggage.	2,300 27.	2,561 85.	36,716 16.	1,655 93.	1,128 09.	6,412 73.	1,972 90.	1,764 45.	1,103 01.	443 88.
Damages for injuries to persons.	1,801 53.	7,983 61.	18,638 35.	1,009 60.	109 60.	16,355 01.	1,293 60.	1,125 19.	143 12.	164 00.

Comparative Statement of the Stocks and Prices of  
Cotton in New-York.

	1851		1852	
	June 30.	N. Or's.	Dec. 31.	N. Or's.
Inferior	7½	8	7	7½
Ordinary	8	9	7½	8
Middling	9½	9½	8½	8½
Good middling	9½	10½	8½	9½
Middling fair	10	10½	9	9½
Fair	10½	12	9½	10
Fully fair	nom.	nom.	nom.	10½
Good fair	"	"	"	11
Fine	"	"	"	nom
Stock, bales	50,000		36,000	

	1851		1852	
	June 30.	N. Or's.	Dec. 31.	N. Or's.
Inferior	7½	8	8	8
Ordinary	8½	8½	8½	9½
Middling	9½	9½	9½	9½

	1851		1852	
	June 30.	N. Or's.	Dec. 31.	N. Or's.
Good middling	9½	10½	9½	10½
Middling fair	10½	11	9½	11
Fair	10½	11½	10	11½
Fully fair	11	nom.	10½	12
Good fair	nom.	nom.	nom.	nom
Fine	"	"	"	"
Stock, bales	40,000		25,000	

BREADSTUFFS.—Flour and grain, for the greater part of the past year, 1852, ruled low, and it was only with the commencement of the past autumn that prices began to advance, closing, on the 31st December last, at higher figures than at the close of the preceding year. We annex the comparative quotations for flour in 1851 and 1852:

	December 31, 1851.		December 31, 1852.	
Sour, per bbl	—	—	\$1 67½	\$ 5 06½
Superfine, No. 2	—	—	5 00	5 18½
State, common brands	4 37½	4 43½	5 30	5 36½
State, stght. brands	4 43½	4 50	5 56½	5 62½
State, favorite brands	4 56½	4 62½	5 62½	5 75
Western, mixed brands	4 50	4 56½	5 62½	5 68½
Michigan and Indiana, stght. brands	4 62½	4 68½	5 68½	5 75
Michigan, fancy brands	4 68½	4 75	5 75	5 81½
Ohio, common to good brand	4 56½	4 62½	5 68½	5 81½
Ohio, rnd. hoop, common	4 56	4 62	5 75	5 81½
Ohio, fancy brands	4 75	4 93½	5 75	5 93½
Genesee, fancy brands	4 75	4 93	5 81½	6 00
Ohio, Indiana, and Michigan, ext.	5 00	5 25	6 00	6 37½
Genesee, extra brands	5 00	5 75	6 00	6 56½
Canada (in bond)	4 37½	4 50	5 87½	5 93½
Brandywine	4 43½	4 50	5 75	—
Georgetown	4 43	4 50	5 75	—
Petersburg city	4 43	4 50	5 75	—
Richmond country	4 37½	4 43	5 62½	—
Alexandria	4 37	4 43	5 56½	5 62½
Baltimore, Howard-street	4 37	4 43	5 62½	—
Rye flour	3 50	—	4 56½	4 62½
Corn meal, Jersey	3 25	—	3 61½	3 67½
Corn meal, Brandywine	3 37½	3 50	4 00	—
" per punch	15 00	15 56	—	18 00

The movements in grain have more or less kept pace with those of flour. The crops of wheat last year were larger and of better quality than usual. The supplies from Canada and the Southern states were large, and of good quality, while the great receipts of Western, with Genesee, &c., showed about the average of the previous year in quantity and quality. The crop of Indian corn, which is always large, was a full average one. Oats, rye, and barley, were also in fair supply. We annex tables of comparative prices:

WHEAT.			
	Dec. 31, 1851.	Dec. 31, 1852.	
White Genesee, per bush	\$1 12 a \$1 15	\$1 30 a \$1 35	
Do. Canada (in bond)	0 95 a 1	1 25 a 1 31½	
Southern white	— a 1 08	1 28 a 1 31	
Ohio white	1 — a 1 05	1 29 a 1 32	
Michigan white	1 — a 1 05	1 29 a 1 32	
Western red	— a —	1 20 a —	
Mixed western	— a —	1 25 a —	
CORN.			
Round yellow	— a —	68 a 69	
Round white	— a —	— a —	

	Dec. '51.	Dec. '52.
Southern white	— a —	70 a 71
Southern yellow	— a —	70 a 71
Southern mixed	— a —	— a —
Western mixed	67 a 69	77 a 79
Western yellow	— a —	76 a 78

RYE.	
Northern, per bush	77 a 78..... 89 a 90

BARLEY.	
Two and four rowed, per bush	80 a 83..... 70 a 73

OATS.	
River and Canal, per bush	47 a 48..... 50 a 52
West'n & Canada do.	— a —..... 50 a 51
New-Jersey do.	42 a 44..... 49 a 50

RICE.—It will be perceived that the prices for this article have continued to be very uniform since 1846 and '47, when there was such a large demand for export. In the summer of '47 fair quality sold at as high as 53-4 a 6 cents; the same quality has been sold this year at six cents on account of short supply and large demand for California. Rice was first introduced into this country



in the year 1647. A half bushel was used as seed, and planted in Virginia, which yielded sixteen bushels, which result encouraged future operations. The first shipment was made to England in 1698, which consisted of about 215 casks, and since that period the export demand has continued to increase, until now, when we export almost two-thirds of our crop, which amounts to about 225,000 tierces. Carolina rice commanded the prize medal last year at the great London exhibition, and will continue to be in favor—as it is the best—so long as it can be afforded at a reasonable rate. We proceed to annex tables of comparative prices, with imports, exports, stocks, &c.:

	1647.	1648.	1649.
Broken.....	2½ a 3	2½ a 2½	2½ a 2½
Inferior and com.....	3½ a 3½	2½ a 2½	2½ a 3
Middling and fair.....	3½ a 3½	3 a 3½	3½ a 4
Good and prime.....	3½ a 3½	3½ a 3½	3½ a 4

  

	1652.	1651.	1653.
Broken.....	2½ a 2½	2½ a 2½	3 a 3½
Inferior and com.....	2½ a 2½	2½ a 3½	3½ a 3½
Middling and fair.....	2½ a 3½	3½ a 4	3½ a 4½
Good and prime.....	3½ a 3½	3½ a 3½	4½ a 4½

  

	Stock.	Casks.
December 31, 1852.....		1,810
" " 1851.....		2,813
" " 1850.....		3,210

  

	Imports. Casks.	Exports. Casks.
1846.....	37,882	26,823
1847.....	41,840	29,618
1848.....	43,434	26,321
1849.....	52,880	29,385
1850.....	44,354	36,105
1851.....	49,313	24,844
1852.....	48,879	25,318
From the East Indies.....	3,000 bags.	

**PROVISIONS.**—Provisions have, within the past year, materially advanced. The stock of old pork was greatly reduced at the opening of the past season, or at the commencement of last autumn. A scarcity of hogs at the West, with an increased demand for pork in California and Australia, sent up prices. Thus, on the 31st December, 1851, mess pork sold at \$14 50 a \$14 75, while, on the 31st December, 1852, it brought \$19 a \$19 50, and in the same month sold at \$20, to arrive. Our limits do not permit us to go into details regarding the pork trade at the West, including tables of supplies and consumption.

With the advance in pork other articles of provisions have generally sympathized, and have advanced with it. The movements of each are shown by the following comparative tables of prices:

	Price, Dec. 31, 1851.	Dec. 31, 1852.
Mess, old.....	\$14 75 a 14 87½	\$19 — a —
Mess, new.....	14 50 a —	10 50 a —
Prime, old.....	13 50 a —	16 — a 16 —
Prime, new.....	— a —	16 50 a —
Clear.....	— a —	21 — a —
Prime mess.....	— a —	— a —

	Price, Dec. 31, 1851.	Dec. 31, 1852.
Mess, country, } per bbl. ....	\$8 — a 8 62½	\$9 50 a 10 50
Mess, city.....	9 50 a 10 —	— a —
Mess, extra.....	10 50 a 11 —	14 25 a 14 50
Prime, country ..	4 — a 4 50	5 50 a 6 12½
Prime, city.....	4 75 a 5 25	6 25 a 6 37½
Prime mess, per } tierce.....	14 50 a 15 —	19 — a 22 —

	Price, Dec. 31, 1851.	Dec. 31, 1852.
Hams, per lb.....	9 a —	10½ a 11
Shoulders, do ..	7 a —	8 a 8½
Sides, do ..	— a —	9 a 9½

	Price, Dec. 31, 1851.	Dec. 31, 1852.
In pickle, per barrel.....	\$13 75	\$14 75 a 15 50

	Price, Dec. 31, 1851.	Dec. 31, 1852.
Prime Ohio, per lb.....	9 a —	12½ a 12½

	Price, Dec. 31, 1851.	Dec. 31, 1852.
Orange County, per lb..	21 a 23	27 a 30
Irish.....	— a —	24 a 27
State.....	14 a 18	20 a 24
Ohio.....	11 a 14	16 a 20

	Price, Dec. 31, 1851.	Dec. 31, 1852.
Fair to prime, per lb.....	6½ a 7½	8 a 9

**GROCERIES.**—The chief fluctuations in sugar, coffee, and molasses in prices, have, if anything, been in favor of the year 1851, compared with those of 1852. These articles meet with an increasing consumption every year, and their value, like other articles, is regulated by supply and consumption, or demand. The chief foreign supplies of sugar are derived from the West Indies, and principally from the island of Cuba; while the domestic production, both in Louisiana, Florida, and Texas, as well as in the maple forests of the North, has been largely augmented. The present consumption of cane-grown sugar in the United States is estimated to be equal to about 10,000 boxes per month, or 2,500 per week, equal to about 500,000 tons per annum. Our limits do not permit our going more into detail. We annex the comparative prices of sugars for the periods indicated:

	Dec. '51.	Dec. '52.
St. Croix.....	6 a 7	— a —
New Orleans.....	4½ a 6	4½ a 6
Cuba.....	4 a 6	4½ a 5½
Porto Rico.....	4½ a 6½	4½ a 6½
Havana, white.....	6½ a 7½	7 a 8
Do., brown and yellow	4½ a 6	4½ a 7
Jamaica.....	5 a —	5 a 5½
Brazil, white.....	4 a 7½	6 a 6½
Do., brown.....	4 a 6	4½ a 5
Stuarts' double ref'd loaf	8 a —	8½ a —
Do. do. crush'd	7½ a —	8½ a —
Do. (A) crushed.....	7½ a —	8½ a —

	Stock, Dec. '51.	Dec. '52.
Number of hogheads.....	7,553.....	9,000
" boxes.....	13,513.....	22,000
" bags.....	26,105.....	12,150
" cases.....	302.....	—

**MOLASSES.**—The supply and value of molasses generally corresponds more or less with the supply and prices of sugars. We annex comparative prices:

	Prices, Dec. '51.	Dec. '52.
New-Orleans, per gal.....	27 a — ..	30 a 31
Porto Rico.....	30 a 28 ..	32 a 30
Cuba Muscovado.....	18 a 25 ..	20 a 22
Trinidad, Cuba.....	20 a 25 ..	20 a 22
Cardenas, &c.....	18 a 19 ..	20 a 21

	Stock, Jan. '50.	Jan. '51.	Jan. '52.
Hogheads.....	3,300.....	4,600.....	1,115

**COFFEE.**—The movements in this article of trade are quite interesting; but our room compels us to be brief. The annual increase in the consumption of coffee in the United States has been very great. In 1821, it amounted to 11,886,053 pounds, or 5,306 tons; and in 1835, a period of fourteen years, we find that it actually reached to the large quantity of 91,752,802 pounds, or to 40,961 tons. Prior to the revolution, St. Domingo produced the largest supply of coffee, which in 1792 reached 35,000 tons; and had not the island been sacrificed to the blacks, it was expected in another year to have reached 42,000 tons. Cuba, also, at one time produced considerable coffee; but it has, since its culture in Brazil, yielded to the cultivation of sugar. The growth of coffee in Brazil has been wonderfully augmented. In 1821, the quantity exported was only 7,200 tons, while in 1839-40 it reached 30,000 tons. The exports from Brazil, within the three or four past years, have been as follows:

	'48-'49.	'50-'51.	'51-'52.
Total exports, bags.....	1,622,152.....	1,142,000	
To the United States.....	744,080.....	574,333	
Total exports, bags.....	1,844,000.....	1,800,000	

	'50-'51.	'51-'52.
To the United States.....	844,507.....	947,700

The export for 1851-'52 is estimated.

Dry cod, per cwt.....	—	—
Dry scale.....	—	—
Pickled cod, per barrel.....	—	—
Mackerel, No. 1, Massachusetts, new.....	—	—
Do. No. 1, Halifax.....	—	—
Do. No. 2, Massachusetts, new.....	—	—
Do. No. 2, Halifax.....	—	—
Do. No. 3, Halifax.....	—	—
Salmon, pickled, No. 1.....	—	—
Do. pickled, per tierce.....	—	—
Shad, Connecticut, No. 1, $\frac{1}{2}$ barrel.....	—	—
Shad, Southern, per barrel.....	—	—
Herring, pickled.....	—	—
Do. scalded, per b.....	—	—
Herring, No. 1.....	—	—

The largest imports are made at New-Orleans, New-York and Baltimore, and in the order we have named them. The imports from Brazil into New-Orleans, for the year ending the 30th June, 1852, amounted to 402,000 bags. Rio coffee forms the great bulk of that consumed by the inhabitants of our Western states. On the Atlantic coast, Java, Laguayra, Maracaibo, with other kinds, enter freely into consumption. We annex comparative lists of prices:

	Dec. '51.	Dec. '52.
Java, white, per lb.....	11 a 11 $\frac{1}{2}$ ..	11 a 12 $\frac{1}{2}$
Mocha.....	13 $\frac{1}{2}$ a 14 ..	12 $\frac{1}{2}$ a 13 $\frac{1}{2}$
Brazil.....	8 a 9 $\frac{1}{2}$ ..	8 $\frac{1}{2}$ a 9 $\frac{1}{2}$
Laguayra.....	8 $\frac{1}{2}$ a 9 $\frac{1}{2}$ ..	9 $\frac{1}{2}$ a 9 $\frac{1}{2}$
Maracaibo.....	8 $\frac{1}{2}$ a 9 $\frac{1}{2}$ ..	8 $\frac{1}{2}$ a 9 $\frac{1}{2}$
Costa Rica.....	8 $\frac{1}{2}$ a 9 $\frac{1}{2}$ ..	9 $\frac{1}{2}$ a 10 $\frac{1}{2}$
St. Domingo (cash).....	7 $\frac{1}{2}$ a 8 ..	8 a 8 $\frac{1}{2}$
Stocks, bags.....	29,316.....	53,483

**FISH.**—The fishery excitement last summer and autumn, had the effect of interfering with the catch of mackerel, which was smaller than usual, and the stock in this market on the 31st December, 1852, was not over one-fourth what it was in 1851. Hence prices have ruled higher than previously, notwithstanding the importations of foreign fish have been much larger than usual. Dry cod, on the contrary, which are taken in our own waters, show a large increase in stock over the same period in 1851. The stocks of each may be stated as follows:

	Dec. '51.	Dec. '52.
Dry Cod, quintals, in store.....	1,500.....	9,000
Do. afloat.....	— ..	4,000
Total.....	1,500.....	13,000
Mackerel:		
In store, No. 1, large, bbls.....	1,000	
Small shore, No. 1, ".....	750	
" No. 2, ".....	—	
" No. 3, ".....	450	
" No. 3, small, bbls.....	500	
Total, Dec. 31, 1852, ".....	2,700	
Total, Dec. 31, 1851, ".....	12,000	
Decrease.....	9,300	
Pickled herring—estimated.....	5,500	

	Dec. '51.	Dec. '52.
\$2 75 a 2 87 $\frac{1}{2}$ .....	\$3 65 a 3 80	
— a 2 00.....	2 75 a 3 00	
— a 3 00.....	— a 3 75	
8 50 a 8 62 $\frac{1}{2}$ .....	11 50 a 11 75	
— a — ..	— a 12 75	
7 00 a 7 25 ..	9 75 a 10 00	
— a — ..	— a — ..	
5 00 a 5 25 ..	7 25 a 7 50	
15 00 a 15 25 ..	— a 16 00	
19 00 a 20 00 ..	22 50 a 23 50	
6 00 a — ..	— a — ..	
3 00 a — ..	— a — ..	
3 25 a — ..	4 — a 4 37 $\frac{1}{2}$	
— 45 a — ..	— 40 a — 45	
— 25 a — ..	— 30 a — 32	

# Molasses—Coffee—Fish—Fruit—Iron—Wool—Ashes, &c. 551

**FRUIT.**—The importations of foreign fruit at this port are very large, including both dry and green. Our statistics apply to the former. The chief importations of raisins are derived from Malaga, in Spain. It appears that during the past year there was a great falling off in the crop, with a corresponding decrease of imports to the United States, and enhancement of prices. This is seen from the following tables:

## IMPORTS OF MALAGA RAISINS INTO THE PORT OF NEW-YORK.

	Bboxes.	Half do.	Quarter do.	Kegs.	Half do.
1851.....	246,989	69,446	77,585	7,153	4,938
1852.....	143,530	50,410	44,870	2,467	1,315
Decrease.....	103,459	19,036	32,715	4,686	3,623

	Prices, Dec. '51.		Dec. '52.	
Raisins, Sumatra, per cask.....	\$4 30	a \$5 25	\$8 35	a —
Raisins, bunch, per box.....	1 69½	a 1 65	2 80	a —
Raisins, layer.....	2 12½	a —	3 25	a —
Raisins, cluster.....	1 15	a —	1 87½	a —
Currents, Zante, per lb.....	5	a 5½	9	a 9½
Citron.....	22	a 22	22	a 24
Almonds, Languedoc.....	13½	a 14	14½	a 15
Almonds, Mar's, soft shell.....	13	a —	14	a 14½
Almonds, Ivica, soft do.....	12½	a 13	14	a 14½
Almonds, Sicily, soft do.....	8	a 10	8	a 9
Almonds, shelled.....	—	a —	—	a 22½
Sardines, per box.....	—	a —	60	a 62½
Ginger, Canton, per cask.....	7 00	a 7 25	—	a —

**IRON.**—There has been considerable activity in iron during the past year, with a material enhancement of prices in both Scotch pig and rail-road bars. The many new uses to which iron is applied in building and to other purposes, have greatly augmented the consumption of the article. The duty being *ad valorem*, has advanced with the advancement in price, which tended to impart greater activity to our own manufactures. The demand for rail-road iron has become enormous, and some delay is likely to occur in meeting the wants of the vast number of roads either building or projected in the United States. We annex a comparative statement of prices:

	Dec. 31, '51.		Dec. 31, '52.	
English and Scotch, per ton.....	\$10 50	a 20 50	\$30 00	a 31 00
American, No. 1.....	21 00	a 22 00	—	—
American, common.....	19 00	a 20 00	—	—

## RAIL.

Fritzoe, T. V. F.....	105 00	a —	102 50	a 105 00
Norway, N. IF. K.....	105 00	a —	105 00	a —
Fork Stamps.....	105 00	a —	105 00	a —
WR-Lancashire.....	—	a 90 00	—	a 90 00
Russia, P. S. I.....	87 50	a 90 00	87 50	a 90 00
Swedes, ordinary sizes.....	80 00	a 82 50	77 50	a 80 00
American, rolled.....	50 00	a —	50 00	a —
English, refined.....	47 50	a 50 00	50 00	a —
English, common.....	34 00	a 35 00	35 00	a —

## SHUTT.

Russia, first quality, per lb.....	10½	a 11	11	a 11½
English and American.....	3	a 3½	3	a 3½

## HOOP.

English and American, per cwt.....	3 00	a 3 50	3 00	a 3 50
------------------------------------	------	--------	------	--------

**WOOL.**—Owing to secrecy on the part of some of the heavier holders of wool, it is impossible to get correct data in reference to stock at various periods. Unlike cotton, the supply is not influenced by the state of the weather at certain seasons, but the amount grown in all parts of the world is steadily on the increase. The supply is always equal to the demand. Prices are influenced by the condition of the manufacturing business, plenty of money, and general condition of trade. We can only say that at present the stock on hand is about 8,000 bales foreign, and 500,000 pounds domestic. Prices at the various dates were as follows:

	'81. Dec. 31.	'82. Dec. 31.
Amer. Saxony fleece, per lb.....	42 a 44	53 a 60
" full blood merino.....	38 a 40	48 a 52
" half and three-quarters do.	34 a 36	43 a 46
" native and one quarter do.	30 a 32	38 a 40
" extra pulled.....	34 a 36	45 a 52
" superfine do.....	31 a 33	43 a 46
" No. 1, do.....	27 a 34	38 a 40
Peruvian, washed.....	26 a 28	33 a 35
Valparaiso, unwashed.....	11 a 13	13 a 14
South Amer. common, washed.....	15 a 17	13 a 14
" Entre Rios, do.....	20 a 22	15 a 17
" unwashed.....	9 a 10	8 a 9
" Cordova, washed.....	21 a 22	24 a 25
East India, washed.....	24 a 27	26 a 28
African, unwashed.....	9 a 18	10 a 18
" washed.....	18 a 25	20 a 35
Smyrna, washed.....	24 a 26	25 a 27
" unwashed.....	13 a 15	13 a 14
Mexican, do.....	14 a 15	18 a 20

**ASHES.**—The supply of ashes is influenced by circumstances, and prices fluctuate accordingly. A mild winter is unfavorable to their production. The largest quantities are made in the forest, bordering the northern lakes. They are leached in winter, barrelled, and conveyed on sleds, over snow, to the nearest market town. Previous to the discovery of the mode of manufacturing soda from sea water, or salt, called in commerce "soda ash," prices ruled much higher than at present. The largest exports go to the continent of Europe, and chiefly to France, where they are extensively used in the manufacture of soap. The total trade in ashes for the United States, amounts to about \$1,000,000 per annum. The following will show the stock and prices at each of the dates mentioned:

	Stock.		Prices.	
1851.	Pots.	Pearls.	Pots.	Pearls.
June 30.....	4,338	740	\$5 00	\$5 50
Dec. 31.....	1,533	497	4 87½	5 62½
1852.				
June 30.....	3,343	1,019	4 81½	5 37½
Dec. 31.....	1,039	1,403	4 56½	5 75

The receipts at this port were, for the year ending December 31:

	1851.	1852.
Pots, bbls.....	24,312	23,418
Pearls.....	7,813	9,896
Total.....	32,125	33,344

Prices in New-York, January 1:

	Pots.	Pearls.
1853, per 100 lbs.....	\$4 56½	\$5 75 a \$—
1852, ".....	4 87½	5 62½ a —
1851, ".....	5 50	5 56½ a 5 62½
1850, ".....	6 50	6 12½ a —

**TOBACCO.**—This article has exhibited but little variation in prices, as far as that of domestic growth is concerned. Crops have been large, and generally for the two past years, have sold at re-

munerating prices. The stocks of domestic and foreign in this port are shown by the following tables:

Stock.	Dec. '81.	Dec. '82.
Kentucky..... hds.....	4,815	9,300
Virginia..... "	291	200
Ohio..... "	—	—
Maryland..... "	—	—
Total.....	5,096	9,500
Cuba..... bales.....	1,634	6,089
Havana..... "	723	3,313
Yara..... "	454	300
Ambalima..... "	355	149
St. Domingo..... "	100	—
Brasil..... "	—	—
Maracibo..... "	—	189
Honduras..... "	—	65

	Prices, Jan. '81.	Jan. '82.
Kentucky.....	4 a 8½	4½ a 8½
Cuba.....	20 a 23	20 a 22½
Assorted lots, Havana.....	30 a 45	30 a 50
Fillers.....	25 a 30	25 a 30
Yara.....	35 a 50	33 a 38
St. Domingo.....	12½ a 16½	Nom.
Ambalima.....	12 a 16	13 a 22

**HEMP.**—This article has become a domestic staple production of great importance, and is chiefly raised in Kentucky and Missouri. We have not space to go into its history, or the valuable uses to which it is applied, whether in the navy, general ship-building, or in its use for cotton bagging and rope. Its consumption is constantly on the increase, and during the past two years prices have ruled higher than for some time previously. The stock of all kinds in this market may be seen from the following table:

Stock.	Dec. '81.	Dec. '82.
Clean, Russia..... tons.....	335	250
Outshot, Russia..... "	—	none.
Manilla, shot & in store..... bales.....	1,600	7,500
Sisal..... "	—	400
Italian..... "	75	250
Jute..... "	300	none.
Dew-rotted American..... "	—	1,600
Dressed..... "	6,200	250

	Prices, Dec. '81.	Dec. '82.
Russia, clean, } per ton.....	\$205 00 a 210	\$200 00 a 205 00
Russia, outshot.....	195 00 a 205	— a —
Manilla, per lb.....	00 11 a 00	00 10½ a 00 10½
Sisal.....	00 10 a 00	00 10 a 00 10½
Italian, per ton.....	240 00 a 250	215 00 a 225 00
Jute.....	80 00 a 85	100 00 a 105 00
Amer. dew rot.....	112 50 a 125	135 00 a 145 00
" dressed.....	150 00 a 180	155 00 a 195 00
" water rot.....	— a —	— a —

**LEATHER AND HIDES.**—The year just closed left a moderately light stock of all descriptions of leather, and an active demand. We give the following statement, showing the stock on hand December 31, 1851, and the present time:

	Dec. '81.	Dec. '82.
Stock on hand of sole leather.....	390,000	250,000 est.



In the stock on hand at the present time may be mentioned about 40,000 sides held by speculators, leaving the actual stock on the market about 200,000 sides. The light and middle lots hemlock may be said to be quite scarce, and with an upward tendency, while the heavier descriptions are slow to move except at low and unsatisfactory prices. In oak tannages the reverse may be said—light weights are dull as compared with middle and heavy weights—(an unusual feature)—but which may be accounted for, in part, by the great increase in the consumption of heavy weights oak leather for belting purposes. In the commencement of the year 1851, all descriptions of sole leather were low, considering the cost of production. Light and middle weights sold at from 12 to 14½ cents; over weights, 10 to 13½ cents; good damaged, 9 to 13 cents; and poor damaged, 7 to 9 cents—prices which were ruinously low to the producer. Along in the spring a leading dealer entered the market and purchased largely on speculation—purchasing considerable to arrive at extremely low rates—that is, below the cost of production. This turned the scales, and prices immediately moved upwards. Early in the fall, prices gave way somewhat, notwithstanding the demand was enormously large, and the stocks continued light. Within a month back, owing to the bare state of the market for nearly all descriptions of leather, and a perceptible increase of demand for consumption, prices have slightly advanced, showing a much higher range than those of December, 1851. We quote

the present prices of sole as follows: Light and middle weights hemlock, 16 to 18 cents; over weights, 13½ to 16 cents; good damaged, 13 to 15 cents; poor damaged, 9 to 11 cents; light slaughter oak, 22 to 24 cents; middle and over weights, 22 to 26 cents; hemlock slaughter in rough, 17 to 20 cents; hemlock calf in rough, 30 to 40 cents; finished calf-skins (French), 70 to 90 cents per pound; do. (American) oak, 65 to 90 cents; hemlock, light, 50 to 60 cents; upper leather, per foot, 12 to 16 cents. The following features are worthy of remark: in the manufacture of fancy upper leather an astonishing improvement has taken place in the style and quality of the articles produced, resulting to the great profit of those attaining a high perfection in their art. In the articles of enameled and polished leather, and fine calf-skins, the New-York manufacturer is unsurpassed, and, in some descriptions, unequaled. Of sole leather, the New-York tanners produce the best in the world. No better proof of this is required than the rejection of foreign leather by the belt makers, and the adoption of American tanned leather in its stead. Leather, in the belting business, is subjected to the severest tests, both as to tension and wear and tear, and occasionally to imperviousness. Within the last three or four years we have, in alluding to this branch of American manufacture, endeavored to impress upon the tanners the importance of improving their art; and we were gratified to be told that our remarks had proved of great service to the American tanner and currier.

	Prices, Dec. '51.	Dec. '52.
Oak, solo, (slaughter) light, per lb. ....	22 a 25	21 a 24
Oak, middle .....	21 a 23	20 a 22
Oak, heavy .....	21 a 23	20 a 22
Oak, dry hide .....	18 a 21	20 a 22
Oak, Ohio .....	10 a 22	10 a 22
Oak, Southern, light .....	19 a 20	16 a 18
Oak, B. A., wet salted .....	20 a 22	20 a 23
Hemlock, light, R. G. and B. A. ....	13 a 14½	17 a 18
Hemlock, light, Orinoco, &c. ....	13 a 14½	16 a 17
Hemlock, middle, R. G. and B. A. ....	13 a 14½	17 a 18
Hemlock, middle, Orinoco, &c. ....	12½ a 14	16 a 17
Hemlock, heavy .....	11 a 14	14 a 16
Hemlock, good, damaged .....	10 a 11	13 a 15
Hemlock, upper, in rough, slaughter .....	— a —	16 a 20

STOCKS.	HIDES.	Dec. '51.	Dec. '52.
Ox and cow .....	number	125,000	45,000

	Dec. '51.	Dec. '52.
Buenos Ayres, 20 a 24 lb., selected, per lb. ....	\$0 11½ a 0 13	\$0 15½ a 0 16
Rio Grande, 20 a 23 lb., selected, per lb. ....	0 11½ a 0 13	0 14½ a 0 15½
R. G. and B. A. green-salted cow .....	0 5½ a 0 6	0 7½ a 0 8
Gambia and Bissau .....	0 00 a 0 00	0 15 a 0 15½
California .....	0 00 a 0 00	0 00 a 0 10½

	Prices Dec. '51.	Dec. '52.
Orinoco, selected.....	0 11½ a 0 00	0 14 a 0 00
San Juan, as they run.....	0 10 a 0 00	0 11½ a 0 12½
Savanna, &c., as they run.....	0 0 a 0 8½	0 10½ a 0 11
Curacao, &c., salted and dry, as they run.....	0 8 a 0 9	0 9 a 0 11
Maracaibo, salted and dry, selected.....	0 8 a 0 10	0 9½ a 0 13
Maranham, ox and cow, selected.....	0 8 a 0 00	0 9½ a 0 12
Matamoros, selected.....	0 10 a 0 00	0 00 a 0 12½
Porto Cabello, (direct), open, selected.....	0 9½ a 0 10	0 12 a 0 13
Irish and English slaughter.....	0 5½ a 0 5½	0 6 a 0 6½
Dry southern, (cash.) as they run.....	0 00 a 0 00	0 0 a 0 00
Calcutta Buffalo.....	0 8 a 0 00	0 8½ a 0 9
Calcutta, dry.....	0 83 a 1 05	0 93 a 1 00
Calcutta, dead green.....	1 03 a 1 12½	1 00 a 1 10
Calcutta, slaughter.....	1 20 a 1 27	1 15 a 1 28
B. A. horse, dry and green.....	0 63 a 1 00	0 90 a 1 37½

**OILS.**—Oils form a large branch of trade, and one subject to much fluctuation in prices. Like most other articles of commerce, they have ruled at higher prices during the past year, as will be seen from the following comparative statement:

	Dec. '51.	Dec. '52.
Florence, 30 flasks, per box.....	2 65 a 2 75	3 37½ a 3 50
Olive, 12 bottles, baskets and boxes.....	0 87½ a 0 90	1 07½ a 1 10
Palm, per lb.....	0 5½ a 0 6	0 67 a —
Linseed, city made, per gallon.....	0 62 a —	0 68 a —
Linseed, English.....	0 61 a 0 62	0 66 a 0 68
Whale.....	0 50 a 0 57	0 60 a 0 62½
Whale, refined, winter.....	0 65 —	0 80 a —
Sperm, crude.....	1 23 a 1 27	1 20 a —
Sperm, winter, unbleached.....	— a 1 32	1 31 a 1 33
Elephant, refined, bleached.....	— a 0 70	0 83 a —
Lard oil, winter.....	0 77 a 0 83	0 90 a 0 95
Red oil, city, (cash).....	— a —	— a 0 50

**LEAD.**—Owing to the diversion of labor from the lead mines in Missouri, and at Galena, Dubuque, &c., to the gold region of California, the supply has been diminished and prices materially enhanced. The consequence has been, that foreign importations have increased—the largest quantity having been obtained from Spain. We thus see that Galena lead, on the 31st December, 1851, sold for \$4 45, and on the 31st December, 1852, at \$6 per one hundred pounds:

	Dec. '51.	Dec. '52.
Galena, per 100 lbs.....	\$4 42½ a 4 45	— a \$6 00
Spanish.....	4 12½ a 4 25	5 62½ a 5 75
Bar.....	4 75 a —	6 25 a —
Sheet and pipe.....	4 75 a 5 00	6 50 a —

**COAL.**—The extent and value of the coal trade is too well known to require any extended notice. Both the supply and consumption are every year on the increase, and so nearly balance each other as to prevent any great fluctuation in prices.

	Dec. '51.	Dec. '52.
Liverpool Orrel, per chaldron.....	\$7 25 a —	\$10 25 a 10 50
Scotch.....	— a —	6 25 a —
Sidney.....	5 50 a —	6 50 a —
Anthracite, per 2,000 lbs.....	5 00 a 5 30	5 00 a 5 50

**NAVAL STORES.**—One of our most important productions is found in the yield of our southern pine forest. All articles obtained from the pine have undergone a material improvement within the past year, as will be seen by the annexed comparison of prices:

	Dec. '51.	Dec. '52.
Turpentine, soft, North County, per 280 lbs.....	\$3 06½ a —	\$4 12½ a 4 25
Do. Wilmington.....	3 06½ a —	4 00 a —
Tar, per barrel.....	1 75 a 1 87½	2 00 a 2 50
Pitch, city.....	1 50 a 1 75	1 81½ a 2 00
Rosin, common (delivered).....	1 20 a 1 30	1 40 a 1 55
Rosin, white, per 280 lbs.....	2 00 a 3 75	2 50 a 5 75
Spirits turpentine, per gallon.....	0 35 a 0 37	0 62½ a 0 64½

HAY.—This article, owing to a partial failure in the crop the past year, has ruled higher the present winter than for several years previous. We annex a statement of prices:

	Dec. '81.	Dec. '82.
Per 100 lbs.....	\$0 75 a 0 80	\$1 12½ a 1 25

WINES AND SPIRITS.—In the spirit trade the chief advance has been in French brandies and wines, owing to the partial failure of the vintage. We annex comparative prices of wines and spirits:

	Dec. '81.	Dec. '82.		Dec. '81.	Dec. '82.
Madeira, per gallon	0 80	a 2 00	0 80	a 2 00	
Sherry	0 55	a 3 00	0 60	a 3 00	
Port	0 75	a 2 00	0 75	a 2 00	
Lisbon	0 47½	a 0 57½	0 45	a 0 55	
Canary	0 60	a 0 85	0 65	a 0 95	
Sicily Madeira	0 55	a 0 80	0 50	a 0 80	
Red	0 30	a 0 45	0 30	a 0 45	
Marselles and Cotte					
Madeira	0 35	a 0 37½	0 40	a 0 45	
Marselles and Cotte					
Port	0 35	a 0 37½	0 40	a 0 45	
Burgundy Port	0 45	a 0 50	0 50	a 0 60	
Malaga, dry	0 40	a 0 45	0 45	a 0 48	
Malaga, sweet	0 36	a 0 39	0 45	a 0 48	
Claret, per cask	0 17	a 0 30	0 17	a 0 30	
Claret in bottles	1 75	a 5 00	1 75	a 4 00	
Brandy, Otard, Dupuy & Co.	1 95	a 3 50	2 60	a 6 50	
Pinet, Castillon & Co.	1 05	a 3 50	2 60	a 3 50	
Leger Freres	1 95	a 3 50	2 60	a 3 50	
Hennessey	1 95	a 3 50	2 60	a 3 50	
J. & F. Martell	1 95	a 3 50	2 30	a 3 50	
J. Dennis Hy. Mounie & Co.	—	a —	2 30	a 3 50	
Marett & Co.	—	a —	2 60	a 3 50	
Saxerac	1 00	a 3 00	2 30	a 6 50	
Planat & Co.	1 95	a 3 50	2 25	a 3 50	
X. M. S. & Co.'s, J. Robin & Co.	—	a —	2 25	a 3 50	
Vineyard Proprietors Co.	1 90	a 2 00	2 00	a 3 00	
G. Longuet Pere et Fils	—	a —	2 25	a 4 00	
A. Denys	—	a —	1 80	a —	
Ph. Godard, pale & colored	1 20	a 2 60	1 60	a 2 75	
Pellevoisin	1 25	a 1 35	1 90	a 2 00	
A. Seignette	1 25	a 1 35	1 90	a 2 00	
Alex. Seignette	1 25	a 1 35	1 90	a 2 00	
Rasteau Charruyer	1 30	a 1 35	1 85	a 1 90	
Hivert Jeune	—	a —	1 85	a 1 90	
T. T. Elgerton's	1 25	a 1 30	2 00	a —	
United Proprietors	1 25	a 1 30	1 85	a 1 90	
E. Gilhou Freres	—	a —	1 70	a 3 50	
H. L. L. Chatenet	1 20	a 1 35	1 60	a 1 65	
Chatenet Je	1 25	a 1 30	1 60	a 1 65	
A. Moreau	1 25	a 1 30	1 50	a 1 55	
J. J. Dupuy	1 05	a 1 25	1 50	a 1 55	
A. Camus	—	a —	1 70	a 1 75	
L. Gaudric	1 05	a 1 30	1 65	a 1 30	
F. Desmaries, Je.	1 15	a 1 40	1 40	a 1 65	
G. Garreau	1 25	a 1 30	1 90	a 1 95	
Cashman's Rochelle	1 30	a 1 30	1 90	a 1 95	
Cashman's Bordes	1 05	a 1 30	1 60	a 1 70	
P. Michel & Fils	1 20	a 1 30	1 55	a 1 65	
Schmidt, Lane & Co.	—	a —	1 65	a 1 75	
Star Proprietors	—	a —	1 80	a 1 95	
Americana	0 28	a 0 29	0 30	a 0 31	
Rum, Jamaica, fourth proof	1 00	a 1 87½	1 20	a 1 75	
St. Croix, 3d proof	0 62½	a 0 75	0 55	a 0 70	
New-England, pure	0 20	a 0 27	0 27	a 0 28	
Gin, Edgerton's	—	a —	1 00	a 1 10	
Moder's Swan	0 85	a —	1 10	a —	
Ryebende's Pine Apple	0 85	a —	1 05	a 1 10	
Star	0 85	a —	0 85	a —	
Cashman's Schiedam	0 85	a 0 90	1 00	a 1 10	
Knickerbocker	0 80	a 0 85	0 85	a 0 90	
Bouquet	1 00	a 1 05	1 05	a 1 10	
Clover Leaf	—	a —	1 10	a 1 15	
J. & J. Nolet's Imp.	—	a —	—	a —	
Eagle	0 75	a 0 80	1 00	a —	
Simpson's Double Swan	—	a —	1 15	a —	
New-York	0 28	a 0 29	0 30	a 0 32	
Cider Brandy, Jersey	0 60	a 0 75	0 40	a 0 42	
Whiskey, Jackson's	—	a —	—	a —	
Malt	1 50	a 1 63	1 50	a 1 62½	
Domestic, in bbls.	—	a 0 22	0 25	a 0 25½	

FREIGHTS.—Rates to European ports during 1851 ruled low, and there was no improvement of moment until the latter half of 1852. We annex quotations:

	Dec. '81.	Dec. '82.
To Liverpool—		
Flour, per bbl.	0 9 a —	3 0 a 3 6
Rosin, "	0 9 a 1 0	3 0 a 3 3
Grain, per bushel	0 3 a 0 3½	0 9½ a 0 11
Cotton, per lb.	0 0½ a 0 0 5-52	— a 0 0½
Cheese and lard, per ton	30 0 a —	30 0 a —
To London—		
Beef, in tierces	4 0 a 4 6	5 6 a —
Bacon	25 0 a —	30 0 a 35 0
Flour	1 9 a —	3 6 a —
Naval stores	2 0 a —	3 6 a —
To California—		
Per foot measurement	50c. a 60c.	55c. a 65c.

We conclude our article by giving the comparative prices of several articles, few of which require any special remark further than to state that the most of them have, like other commodities, reached higher prices than those of the previous year:

## SEEDS.

	Dec. '81.	Dec. '82.
Clover, per lb.....	0 08½ a 0 09	0 10½ a 0 10¾
Timothy, mowed and reaped, per tierce.....	14 00 a 18 00	17 50 a 23 50
Flax, American, rough, per bushel.....	1 35 a 1 37½	1 45 a 1 50
Linseed, Calcutta.....	— a —	1 70 a 1 75

## SALT.

Turk's Island, per bushel.....	0 20 a —	0 27 a 0 28
St. Martin's.....	0 18½ a 0 20	— a —
Liverpool, ground, per sack.....	0 90 a 0 92½	— a 1 30
Liverpool, fine.....	1 05 a 1 30	— a —
Liverpool, fine Ashton's.....	1 40 a 1 45	2 00 a 2 25

## WHALEBONE.

Northwest coast.....	0 46 a 0 47	0 47 a 0 50
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## LIME.

Common Rockland, per barrel.....	1 00 a —	1 12½ a —
Lump do. do.....	1 31½ a —	1 37½ a —

## TALLOW.

American, per lb.....	0 7½ a —	0 10 a 0 10½
Slaughtered hogs.....	0 6 a 0 6¼	0 6 a 0 8¾

## HOPE.

Eastern and Western, new.....	0 30 a 0 35	0 21 a 0 25
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The year 1852 will long be remembered and looked to as one of unusual prosperity in nearly all branches of trade, indicative of the rapid march of the United States in all the elements of real greatness.

## ART. III—VALLEY OF THE AMAZON.

## No. II.

BOLIVIA TRIBUTARY TO THE ATLANTIC—FRIENDLY DISPOSITION TO THE UNITED STATES—POLICY OF COMMERCE—FREE NAVIGATION OF THE AMAZON—LLAMAS AND WOOL—POTOSI—GOLD, SILVER, DIAMONDS AND QUICKSILVER—PERUVIAN BARK—WONDERFUL FERTILITY OF SOIL—HOT SPRINGS AND RUINS—COCOA, ITS MARVELOUS PROPERTIES—SALT—PORTAGE BETWEEN THE LA PLATA AND AMAZON—THE LOST MINES OF URUCUMAGUAN, THEIR FABULOUS WEALTH—GOLD WASHINGS—PORTS OF ENTRY, AND STEAM NAVIGATION UPON THE AMAZONIAN TRIBUTARIES OF BOLIVIA—HEALTH AND LONGEVITY—OPENING THE NAVIGATION OF THE AMAZON—FREE PORTS IN BOLIVIA—CARAVANS OVER THE MOUNTAINS VS. STEAMBOATS DOWN THE RIVERS—FOUNTAIN-HEADS OF THE AMAZON AND THE MISSISSIPPI—LAKES ITASCA AND MOROCOCHA, 10,000 MILES APART, THEIR WATERS MEET IN THE FLORIDA PASS—PRICES OF PRODUCE ON THE UPPER AMAZON—COTTON CLOTH AND WAX THE CURRENCY OF THE COUNTRY—GOLD, AND HOSTILE INDIANS—GREAT SASSAPARILLA COUNTRY—COURSE OF TRADE WITH THE UPPER AMAZON—PORTS OF ENTRY—STEAMBOAT NAVIGATION TO THE ANDES—MINERAL WEALTH—LIEUTENANT HEERDON'S REPORT.

(Continued from May No.)

BOLIVIA has but one seaport on the Pacific, that is Cobija—an open roadstead, and a miserable village, at the head of the great desert of Atacama. The land transportation between this port and the agricultural districts of the republic is too rough, too tedious, and too expensive, ever to admit of its becoming a commercial emporium. The direction in which Bolivia looks for an outlet to market for her produce is along her navigable water-courses that empty into the Amazon, and then down that

stream to the sea, where the winds and the currents are such as to require that produce to pass by our doors.

Bolivia understands this, and her President has expressed the most earnest desire to draw closely the bonds of friendship, commerce, and navigation, which are destined to bind his country to this.

Bolivia, we have seen, owns navigable streams that are tributary both to the Amazon and La Plata. The free air of heaven and the glad waters of the



earth were put here by the Almighty for the well-being of mankind. Use without exhaustion is the only condition annexed by the laws of man to the air and water, being considered as the common property of the world.

Have not, therefore, Bolivia and the seven other independent nations that own navigable streams emptying into the Amazon or the La Plata, but which do not own its mouth, the right to follow and to "use without exhaustion" each its own navigable waters to the sea?—And does not the "policy of commerce" require the enforcement of that right, so far as it concerns any or all of these eight upland nations which may wish to trade with us and the rest of the world through those natural channels and commercial highways?

This is one of the questions that we propose to consider. But before showing who it is that by a Japanese policy here at our doors is shutting out commerce from the finest portions of the world, we wish to show that the free navigation of the Amazon is not an abstraction, but that there are now there, in actual existence, all the elements of a profitable, large, and growing commerce, and that, therefore, the question is one of practical importance. We will, therefore, speak of the productions of this interesting—we had almost said classic—land.

In the Puna country of Bolivia we find the llama, the vicuña, and the alpaca. Immense flocks of sheep feed in its pastures and lie down upon its hills.

Our friend, Lieutenant Gibbon, who about two years ago was sent with Lieutenant Herndon by the Navy Department to explore the Amazon from its sources to its mouth, writes that it is a wool-growing country; that immense flocks of sheep are tended there. Indeed, he says, the country is over-populated.

Speaking, a few weeks since, with a northern manufacturer upon this subject, he informed me that he had then just bought \$100,000 worth of this Puna wool, which, instead of coming down the Amazon, in sight of which almost it was clipped, this Japanese policy, that keeps the mouth of that river closed, had compelled it to go up into the region of the clouds, in order that it might cross the Andes and reach the free waters of the Pacific. Its voyage was then around Cape Horn to Boston.

Chuquisaca, or the "City of Silver," is situated, as already stated, on the "divide" between the Amazon and the La Plata.

On one side the waters of the Pilcomayo flow south; on the other, those of the Madeira flow north, on their way to the "king of rivers."

Near by Chuquisaca is Potosi. Here we pass from the regions of gold and diamonds to those of quicksilver and silver.

Since the discovery of the mines of Potosi there have been extracted from them not less than *sixteen hundred millions of dollars!* The vein is said to be as rich now as ever it was; but it is not worked for the want of mechanical force, such as steam and the facilities of commerce alone can give.

It is from the Atlantic slopes of Bolivia that we get the bark for the manufacture of quinine. The cinchona, or the Peruvian bark, as it is called, is gathered there on those navigable water-courses of the Atlantic, and taken thence on the backs of sheep and asses six hundred miles across the Andes to the Pacific.

Two millions dollars' worth of this bark was gathered there the last year. Does not this afford a commercial basis sufficient to support steam navigation up the Amazon to Bolivia? Bolivia has there a thrifty and industrious population of a million and a half, whose commercial wants would be supplied by this new route. One of her cities (Potosi) has been supplied with water, at the cost of \$3,000,000 to construct the works. Can commerce with such a people be an abstraction? The productions of the eastern slopes of Bolivia are thus described by Castelnau:

"The productions of the country are in great variety. Sugar-cane, which is gathered eight months after planting, is the staple of the province of Cercado. Coffee, successfully cultivated in this province, as well as in that of Chiquitos, yields fruit in two years after being planted, requiring but the slightest care.—The cacao, recently introduced in these two provinces, bears in three or four years at most. The tamarind, which succeeds in the same localities, but especially in the country of Chiquitos, requires five years.

"Cotton yields annual crops: there are two species—the white and the yellow.

"Tobacco grows, so to speak, without cultivation in the province of Valle-Grande, in which it is the principal article of trade. Indigo, of which there are three cultivated species, and one wild, is equally abundant. Maize ripens in three months, without regard to season. It is cultivated more particularly in the province of Cercado.

"The cassada produces in eight months after planting. There are two species of it—the one sweet, the other bitter; the former is a substitute for the potato, and even for bread itself—the latter serves only to make starch. There are many varieties or species of bananas, which produce a year after planting. They are cultivated especially in the province of Cercado. Two species of rice, white and red, are cultivated, both in the province of Cercado and Chiquitos, yielding crops every five or six months. It is said to grow wild in the country of Chiquitos.

"The vine, which flourishes particularly in the province of Cordillera, where it was cultivated in the missions until the epoch of independence, is not now made use of. It will, perhaps, hereafter, be one of the principal products of that country.

"Wheat, barley, and the potato, could be cultivated with advantage in the provinces of Chiquitos and Cordillera, but at this time they are neglected, except in the province of Villa-Grande. The culture of coca has commenced in the province of Cercado, where it is found wild; so also the quinquina on the mountains of Samaipata. As already mentioned, fruit abounds in this region—oranges, lemons, citrons, figs, papayes, pomegranates, muskmelons, water melons, chirimoyas, (which the Brazilians call *fruta do conde*), pineapples, &c. The last mentioned of these fruits grow wild and in great abundance in the woods of Chiquitos. We met with it particularly the day before our arrival at Santa Anna. It is fine flavored, but left such a burning sensation in the mouth that I bitterly repented having tasted it.

"In the province are gathered in great abundance jalap, quinquina bark, sarsaparilla, vanilla, roucou, copahu, ipecacuanha, caoutchouc, copal, &c.

"Dye-woods, cabinet-woods, and building timber abound. The inhabitants gather with care great quantities of gums, roots, and barks, to which they

attribute medicinal virtues of every kind. At several points in the department, especially in the provinces of Valle-Grande and Cordillera, are found iron, and traces of mercury. Gold is found in the province of Cercado, near the Pueblo of De San Xavi. Mines of silver were worked in the mountains of Colchus by the Jesuits. Don Sebastian Rancos, whilst he was governor of Chiquitos, announced to the government that diamonds of a very fine water had been found in the brooks about Santo-Corazon."

So anxious is Bolivia for the introduction of the steamboat upon her rivers, that she has offered for it in fee-simple 20,000 square miles of her richest lands.

To add to the interest, the resources, the charms and wealth of this country, there are the hot springs of Tolula with their wonderful properties; the ruins of Samaipata and Tiahuanaco, which, with their symbols and their hieroglyphic records, tell of a people anterior to the Incas, and, in the opinion of Castelnau, as superior to them in civilization as the conquerors were.

The passage through the forest of the Madeira valley, notwithstanding all that he had seen on his way from Rio through Brazil to this point, excited to raptures the imagination of this observant traveler. "The landscape," says he, "was the most beautiful, and the vegetation, changing its aspect every instant, constantly presented new objects to us."

The beautiful valleys of the Cordilleras, which produce the coca plant, were to him objects also of great interest.—"This vegetable," says he, "has properties so marvelous that it enables the Indians, without any other nourishment the while, to perform forced marches of five or six days." It is a stimulant, and by chewing it alone the Indians will perform journeys of 300 miles without appearing in the least fatigued.\*

\* The coca is described by Castelnau as a bush which rarely attains six feet in height, and does not often exceed three; its foliage is of a bright green, its flower white, and its fruit small and red. When the plants are about eighteen inches high they are transplanted from the seed beds into fields called cocules. The ripe leaves are gathered with the fingers. They are dried by spreading them in the sun, sometimes on woollen cloths. This operation requires great care; for the plant must be protected from all dampness, which changes its color, and thus diminishes its value. It is then packed in bags, weighing from fifty to one hundred and fifty pounds, which are often transported to great dis-

In the province of Chichos are many mines of silver, and vast herds of cattle.

In the province of Lipaz, where the climate is cold and the agricultural staple barley, llamas, vicuñas, alpacas, with deer and the beautiful chinchillos, abound.—Here a kind of copperas called "*piedra lipaz*" is found; also amethysts and other precious stones; and here, too, is a great plain, 18 by 120 miles, covered with salt already fit for table use.

The Paray, a tributary of the Amazon through the Madeira, is navigable to Cuatro-Ojos, which is thirty leagues only from Santa Cruz, the capital of the republic.

But Lipaz is far to the south. It is of the Amazonian water-shed that we now wish to speak; though the tributaries of the great branches of the Amazon and the La Plata, of the Madeira, the Tapajos, and the Paraguay, so interlap among themselves that it is as difficult to find the "divide" between the Madeira and the Paraguay as it is to find it between the Madeira and the Tapajos.

In 1772 Louis Pinto de Souza caused a vessel of considerable size to be transported from the head-waters of the Madeira to those of the La Plata, that he might thus set the example of an inland navigation. The portage between the navigable waters of the two was only two miles and a half.

It is among the upper tributaries of the Madeira that the tradition of the country places the lost mines of Urucumaguan, with riches equal in value to the fabulous wealth of the gilded city of Manoa.\*

tances. The Indians mix the coca with a small quantity of lime, and constantly carry a small bag of it in all their excursions. They take it from three to six times a day. Dr. Tschudi (*Travels in Peru*, page 453,) mentions an Indian of sixty-two years of age, who was employed by him, and though at very hard work for five days, took no other nourishment, and rested but two hours of the night. Immediately, or soon after this, he accomplished a journey of one hundred miles in two days, and said that he was ready to do the same thing again if they would give him a new supply of coca. Castelnau says he himself knew of instances as extraordinary. In the time of the Incas the coca was regarded as sacred.

The importance of the coca trade, however, is diminishing as the red man disappears. From 1785 to 1789, inclusively, Castelnau represents the consumption of this leaf in the vice-royalty of Lima alone at three millions and a half of pounds, and worth one million and a quarter of money, and the total consumption of Peru at two millions and a half of dollars.

The question comes up, therefore: May not the free navigation of the Amazon introduce this valuable plant into the commerce of the world?

\* Not long before Lieutenant Herndon was in

On the banks of this stream are now found *placers*, which, using only gourds and calabashes for washers, will give the miner his \$2 or \$3 per day.

Lakes, too, are found up its tributaries, which yield the most abundant supplies of salt. The rivers abound in fish, and the woods with game.

Lieutenant Gibbon went to Bolivia to explore the valley of the Madeira, and he is now on his way down that river. The Bolivians hailed him as a benefactor, and afforded him every facility in their power.

While he was in Cochabamba the attention of that government was called to the subject of establishing, on the navigable waters of the Madeira, ports of entry to foreign commerce, and of contracting with a company to put steamers on her water-courses. The President of the republic received the proposition in the most gracious manner. Hence the valley of the Madeira becomes an object of special interest at this time, and we may therefore be pardoned for lingering in it so long.

Much of that country is unknown, and the stories that are told of its riches and its productions are so dazzling, that we of a severe climate, accustomed as we are to a stingy soil, from which its fruits have to be wrung by long and patient labor, are disposed to receive eye-witness accounts of them with some degree of allowance at least.

So far, we have made our statements, with regard to this subject, partly upon the authority of intelligent citizens of that and the neighboring country with whom we have conversed, in Peru, and partly upon the authority of M. Castelnau—a man of standing and erudition, who was sent out by the French government especially to examine that country, and with whom, therefore, over-coloring would be a crime; and, finally, upon the authority of officers whom also the government of the United States has sent there for the same purpose.

As being all of a piece with the reports which these give, we quote from the letter of a friend, written from Lima last summer, and which was before the publication of Castelnau's travels. Speak-

Peru, a party of Peruvians, who had been on a gold exploration to the Amazon country, returned. They had nothing but gourds to wash with, and though they met with many untoward circumstances, they extracted seven hundred pounds of gold and returned home with it.

ing of Bolivia and her enlightened President, that friend says:

"Since I last wrote to you, I have made the acquaintance of Don —, a native of Chile, and whom Gibbon saw at Cochabamba, in Bolivia. This Don — is undoubtedly a clever man. He says he has come to Lima to make some arrangement concerning the monopoly of Peruvian bark. \* \* \* However that may be, he pretends that Belzu, the President of Bolivia, is favorably disposed towards us, and would grant privileges to a steam navigation company were application made to him in due form. As I know of no other individual in Bolivia with whom I could communicate on the subject of Amazonian navigation, I did not hesitate to make use of him; for, in my opinion, there is no time to be lost if the United States intend to secure the interior trade of South America for its citizens. Don — declares that the Marmoré is navigable for steamers from a point near Cochabamba to its confluence with the Guapuré or Itenez; and so onward to the junction of the latter with the Bené, forming together the Rio Madeira; that the Cachuelas, or falls of the Madeira, are neither impassable nor formidable, and may be easily ascended by steamers, as there is plenty of water and no rocks. To prove this, he asserts that a Brazilian schooner ascended the Marmoré to Trinidad, and fired a salute at that place, about two years ago. After passing the falls, the river is of course navigable to the Amazon. Admitting this statement to be true, (and I am inclined to believe it, as the Brazilians constantly ascend the Itenez to Matto Grosso,) there is open navigation from Para to within a few leagues of Cochabamba, at least 2,000 miles; and this is not so incredible when we consider the length of navigation on the Missouri river. The accessibility of the Bolivian rivers will, however, be ascertained with greater certainty after Gibbon has passed through the Cachuelas of the Madeira, as it is to be hoped that he will sound, or otherwise minutely examine, the different rapids of that river, and correct the errors which — says are in the chart made by Palacios, a copy of which I sent you by Mr. O'Brian, for Herndon.

"The account — gives of the products of the country lying on the banks of the Marmoré is very glowing. He

says that the richest cocoa and coffee grow almost wild, and that the greater part of the former is consumed by the monkeys and birds, for the want of means of transporting it to a market. Sugar-cane, of gigantic dimensions, is found everywhere; white and yellow cotton, of a staple equal to Sea Island. Several kinds of cascarilla grow in abundance, as also sarsaparilla and gums, ornamental and other woods, and honey and wax, in immense quantities. Crossing the Marmoré from Exaltacion to the southwest, you arrive at the river Machuno, which, according to —, is a small Pactolus: and he assures me that the whole country between the Marmoré and the Itenez, from latitude 14 deg. to the north, is a gold district as rich as California. My opinion decidedly is, that the whole country traversed by the rivers opening from the slope of the eastern Cordillera, from Santa Cruz de la Tierra, in Bolivia, to the mouth of the Ucayali, in Peru, is one immense gold and silver region—gold being found in the flats near the rivers, and silver in the mountains. I will venture to predict that the same region contains diamonds and other precious stones, and probably some unknown to the lapidary at present.

"The silver mines of Carabaya were immensely productive when worked by Salcedo; so much so, that the vice-regal government trumped up an accusation against him, tried, and ordered his execution, to obtain possession of the mines by confiscation. The attempt failed, as the Indians, who were devoted to Salcedo, refused to give any information to the government respecting the mines, and they have remained unworked up to the present time. Gold is known to exist in considerable quantities at Carabaya, and in the Pampa del Sacramento. I have seen specimens from the former place. But gold is the last attraction for emigration to Bolivia. The soil and its products are the source from which the wanderers from foreign lands are to find plenty and happiness. The climate is said to be good, and the Indians, except upon the lower part of the Bené, peaceable and well disposed to the whites. In short, according to —, the east of Bolivia affords the greatest sphere for trade and colonization.

"Without, however, placing implicit credence in what — states, I determined to avail myself of the influence



he undoubtedly possesses with President Belzu to forward as far as possible our plan of opening the navigation of the Amazon, and to prevent, as much as I could, the success of the Brazilian policy of exclusion. Having ascertained from — that Guarayos, a village of four hundred inhabitants, situated at the junction of the Marmoré with the Itenez, on the Bolivian side, and Exaltacion, a town of four thousand inhabitants, were the principal places on the Marmoré below the town of Trinidad, I proposed to him to write to Belzu, and induce him to declare those places ports of entry for foreign commerce. He caught at the idea at once, and said it was '*muy luminosa*,' and wrote to the President by the last post upon the subject. He says that Belzu has declared that he will make no concessions to the Brazilleros; that the *Norte Americanos* are the people for him, as they will bring wealth, force and civilization to Bolivia.

"I cannot doubt that the Bolivian government will declare the places mentioned above—viz: Guarayos and Exaltacion—ports of entry to foreign commerce. In that event, there will be one great point gained. It will show that Bolivia wishes to open commercial relations with us; therefore we can insist that Brazil shall not throw any impediment in the way of our trade with that republic. Unfortunately, we, as individuals, have neither the power nor the means of carrying out this gigantic, this magnificent plan of opening the finest and most extensive region of the globe to population and civilization. We have gone on so far unaided by the counsel, or even the countenance, of the general government, with the exception of —.

"For myself, I feel full of this vast subject; for I know that within less than one hundred leagues of me is the margin of those great solitudes, replete with riches, and occupying the wild space where millions of the human race might dwell in plenty and happiness, where nature annually wastes more than would support the population of China in comfort, and where the most luscious fruits and fairest flowers grow and bloom unknown and unnoticed. When I reflect on this, and on the miles of rivers rolling on in silence and neglect, I feel doubly the want of power and money to accomplish their introduction to the civilized world.

"To return to the question of internal navigation in South America. Enclosed you will find a slip from the '*Comercio*' newspaper, published in this city, containing an account of the departure of a small expedition from Paucartambo to explore the river Madre de Dios.

"The Cuzcanians are alive to the importance of communicating through their rivers to the Amazon and the Atlantic Ocean, and whenever the question shall be fairly brought before the Peruvian government, and it is ascertained that the United States intend to force open the way through the Brazils, I can count upon the assistance and influence of the whole department of Cuzco, and probably of the whole number of senators and deputies from the eastern provinces of the republic. Until some action shall be taken by the government of the United States, little can be done here.

"However, *en attendant*, it would be well if you were to attempt to organize a company for the navigation of the South American rivers generally, because, whilst we look at the Amazon, we should not lose sight of the La Plata. The country lying upon the head-waters of that river is better populated than that on the confluence of the Amazon, and, from all I can learn, the commerce with Paraguay alone would amply repay the outlay necessary to establish a steam company for the waters of the La Plata. Possibly, if steamers were actually plying upon the Paraguay and Parana, the Brazilian government might be better disposed towards us, and the question of Amazonian navigation be amicably settled. You may rest assured that if the United States do not move shortly in the matter, some other nation will.

"Even the Bolivians themselves are beginning to wake up to the importance of opening a communication with the Atlantic. The subject is touched upon in the enclosed articles from the '*Comercio*,' published in this city. The Bahia Negra is not put down on the map I have, nor are Guturiz, the lake Ixozos, the river Otuquis, nor the Lativignique; but it appears to me that a better or more direct route to the Paraguay from Chuquisaca (Sucre) would be down the Pilcomayo, which passes within a few leagues of the town. I am not aware

whether that river is navigable, nor whether the country it flows through is at all productive. I presume not, as it traverses the Gran Chaco desert.

"I think that the energies and influence of all the friends of South American internal navigation and colonization should be directed towards forming a company with a large capital, and to obtain the aid and support of the Congress of the United States. I know how difficult an undertaking it is to bring an appropriation out of our national legislature for any purpose; but if the subject could be fairly brought before it, and some of the leading senators and representatives could be excited to take a patriotic interest in it, perhaps something might be done."

"We must, on our side, do all we can, and by dint of perseverance may succeed at last in accomplishing our object. Should we do so, it will be a proud satisfaction to ourselves, though the public may, and probably will, leave us to exclaim: '*Hos ego versiculos feci, tulit alter honores.*'"

"I shall continue working on, and writing to you whenever I have anything of the least interest to communicate."

We think that from this showing we are entitled to say that commerce up and down the Amazon now with Bolivia is not an abstraction.

Just as we are concluding this chapter, we receive a communication from South America, stating that in all probability Bolivia will make, in the month of December, 1852, Exaltacion, on the Madeira, and Reyes, on the Beni—both belonging to the Amazonian water-shed and to the tributaries of the Madeira—*free ports to the commerce of the world*; and that the sum of \$10,000 will be offered as a reward to the first steamer that shall arrive at either one of these places.

The results of Lieutenant Gibbon's exploration of these water-courses are, moreover, looked for, it is said, with exceeding interest by the Bolivians.

About one-half of Bolivia, two-thirds of Peru, three-fourths of Ecuador, and one-half of New-Granada are drained by the Amazon and its tributaries. For the want of steamboat navigation on these water-courses, the trade of all these parts of those countries goes west by caravans of mules to the Pacific. There

it is shipped, and, after doubling Cape Horn and sailing eight or ten thousand miles, it is then only off the mouth of the Amazon, on its way to the United States or Europe; whereas, if the navigation of the Amazon were free to these countries, the steamers on that river would land their produce at the mouth of the Amazon, for what it costs to convey it across the Andes on mules to the Pacific.

A question, therefore, of the greatest importance to these republics is the free navigation of that river. The introduction of the steamboat upon their tributaries of it would be followed by the immigrant up the Amazon, who would soon make a perfect garden-spot of the splendid provinces that are on its banks.

The distance between the sources of the Amazon, in Peru, and her Pacific coast is, at the nearest point, not more than sixty or seventy miles.

The province of Caxamarca, which is upon the Amazonian water-shed in Peru, has a population of 70,000. It is said to be the healthiest part of the world. In 1792 (according to M. Martin) there were eight persons in it whose respective ages were 114, 117, 121, 131, 132, 141, and 147; and one person died there at the age of 144 years, seven months, and five days, leaving 800 living descendants. The city of Caxamarca is in 7° south.

There are upon this water-shed, in Bolivia, the cities of Chuquisaca, Cochabamba, and Santa Cruz; in Peru, the famous city of Cuzco, Huancavelica, (celebrated for the richest quicksilver mines in the world,) Tarma, Caxamarca, and Moyabamba; and in Ecuador, the celebrated city of Quito, besides numerous other towns, villages, and hamlets in them all.

The revolution which the discovery of the passage around the Cape of Good Hope made in the trade of the East was not greater than that which the free navigation of the Amazon would make in the trade in these four republics. It would make of them new countries and a new people. Total population at present estimated between seven and eight millions.

In May, 1851, Lieut. Herndon set out from Lima, on his way to explore the Amazon; and it is through him that we derive most of the following information concerning the Peruvian water-shed of that river.

We therefore introduce the reader upon that water-shed by an extract from his journal, which he has kindly permitted us to make. Standing in view of three beautiful lakes—one of them, Morococha, or "Painted Lake," being that from which the head waters of the Amazon flow—he remarks:

"Though not yet sixty miles from the sea, we had crossed the great 'divide' which separates the waters of the Pacific from the waters of the Atlantic. The last steps of our mules had made a striking change in our geographical relations—so suddenly and so quickly had we been cut off from all connection with the Pacific, and placed upon waters that rippled and sparkled joyously as they danced by our feet on their way to join the glad waves of the dark blue ocean that washes the shores of our own dear land. They whispered to me of home, and my heart went along with them. I thought of Maury, with his researches concerning the currents of the sea; and recollecting the close physical connection pointed out by him as existing between these the waters of the Amazon and those of our own majestic Mississippi, I musingly dropped a bit of green moss, plucked from the hill-side, upon the bosom of the placid Morococha, and as it floated along I followed it, in imagination, down through the luxurious climes, the beautiful skies, and enchanting scenery of the tropics, to the mouth of the great river that this little lake was feeding; thence across the Caribbean Sea, through the Yucatan pass into the Gulf of Mexico; thence along the gulf stream, and so out upon the ocean off the shores of our own 'land of flowers.' Here I fancied it might have met with silent little messengers cast by the hands of sympathizing friends and countrymen high up on the head-waters of the Mississippi, or away in the Far West, upon the distant fountains of the Missouri.

"It was indeed but a bit of moss that was floating upon the water while I mused. But fancy, awakened and stimulated by surrounding circumstances, had already converted it into a skiff manned by fairies, and bound upon a mission of high import, bearing messages of peace and good-will, and telling of commerce and navigation, of settlement and civilization, of religious and political liberty, from the 'King of Rivers' to the 'Father of Waters,' and possibly

meeting in the Florida Pass, and speaking through a trumpet louder than the tempest, with sprites sent down by the naiads of Lake Itaska with greetings to Morococha.

"I was now for the first time fairly in the field of my operations.

"I had been sent to explore the valley of the Amazon, to sound its streams, and to report as to their navigability. I was commanded to examine its fields, its forests, and its rivers, that I might gauge their capabilities, active and dormant, for trade and commerce with the states of Christendom, and make known to the spirit and enterprise of the age the resources which lie in concealment there, waiting for the touch of civilization and the breath of the steam-engine to give them animation, life, and palpable existence.

"Before us lay this immense field, dressed in the robes of everlasting summer, and embracing an area of thousands upon thousands of square miles, on which the foot-fall of civilized man had never been heard. Behind us towered, in forbidding grandeur, the crests and peaked summits of the Andes, clad in the garb of eternal winter.

"The contrast was striking and the field inviting. But who were the labourers? Gibbon and I. We were all. The rest were not even gleaners. But it was well. The expedition had been planned and arranged at home with admirable judgment and consummate sagacity; for had it been on a grand scale, commensurate with its importance, or even larger than it was, it would have broken down with its own weight.

"Though the waters where I stood were bound on their way to meet the streams of our northern hemisphere, and to bring, for all the practical purposes of commerce and navigation, the mouth of the Amazon and the mouth of the Mississippi into one, and place it before our own doors; yet from the head of navigation on one stream to the head of navigation on the other, the distance to be sailed could not be less than ten thousand miles.

"Vast, many, and great, doubtless, are the varieties of climates, soils, and productions within such a range. The importance to the world of settlement, cultivation and commerce in the valley of the Amazon cannot be over-estimated. With the climates of India, and of all the

habitable portions of the earth, piled one above the other in quick succession, tillage and good husbandry here would transfer the productions of the East to this magnificent river-basin, and place them within a few days' easy sail of Europe and the United States.

"Only a few miles back we had first entered the famous mining districts of Peru. A large portion of the silver which constitutes the circulation of the world, was dug from the range of mountains upon which we were standing, and most of it came from that slope of them which is drained off into the Amazon. Is it possible for commerce and navigation up and down this majestic water-course and its beautiful tributaries, to turn back this stream of silver from its western course to the Pacific, and conduct it with steamers, down the Amazon, to the United States, there to balance the stream of gold with which we are likely to be flooded from California and Australia.

"Questions which I could not answer, and reflections which I could not keep back, crowded upon me. Oppressed with their weight and the magnitude of the task before me, I turned slowly and sadly away, secretly lamenting my own want of ability for this great undertaking, and sincerely regretting that the duty before me had not been assigned to abler and better hands."

The Amazon, in Peru, is called the Marañon. It takes its rise in about 11 deg. south, and flows N. N. W. for about five hundred miles; thence turning east, and constituting, according to the maps, (but the maps are wrong,) the boundary line between Peru and Ecuador for about eight hundred miles by its windings.—Crossing in Peru the head-waters of the main stream, Lieut. Herndon reached the banks of the Huallaga, a noble tributary, and embarked upon it at Tinga-Maria. He descended it to its junction with the main stream, and thence to the mouth of the latter by a river navigation of not less than three thousand five hundred miles.

At Tarapoto he fell in with a clever New-England blacksmith, who had been in that country for many years, and from whose valuable notes concerning the commercial resources of the places visited by him, we derive the following:

Tarapoto, situated on the left bank of the Huallaga, six leagues above Chasuta, the head of uninterrupted naviga-

tion from the sea, is one hundred and thirty leagues from the city of Huanuco, and twenty-four from Moyabamba. Climate very healthy, and free from all annoying insects.

It is situated on a beautiful plain of from twenty to twenty-five leagues in circumference, which is intersected by many rivulets. The soil is fertile, producing in great abundance cotton, coffee, sugar, indigo, and cocoa, as well as everything else to which the climate is adapted. Here the plantain continues, without any other care than that required to remove the noxious weeds, to produce in full vigor from fifty to sixty years. Cotton gives a crop in six months from the seed; rice in five months; and indigo grows wild. Neat cattle and sheep thrive here and multiply most rapidly. Population of the town and its two ports in 1848, 5,350; annual births about 235; deaths, 40. Principal branch of industry, cotton cloth, of which they manufacture between thirty-five and forty thousand yards. It is made by hand, and one yard of our common coarse cotton is worth there two of that.

The currency is white wax and this coarse cotton stuff of the country, which in Chachapoyas is worth twelve cents the yard.

One pound of white wax is worth four yards of cotton; a good-sized bull one hundred yards; a well-grown fat hog, sixty yards; a big sheep, twelve yards; twenty-five pounds of coffee, six yards; twenty-five gallons of rum, twelve yards; a laying hen, four ounces of wax; a chicken, two ounces; twenty-five pounds of rice in the husk, a half pound of wax; twenty-five pounds of corn, two ounces; twenty-five pounds beans, four ounces; a basket of yucas, weighing from fifty to sixty pounds, two ounces; twenty-five pounds seed cotton, eight ounces; a bunch of plantains, weighing from forty to fifty pounds, three needles. Storax, cinnamon, milk of trees, gums, and other products of the forests have no fixed value; but they may be had in quantity from the Indians at merely nominal prices.

The land transportation from Tarapoto to Moyabamba, with its population of 15,000, is done on the backs of Indians. Seventy-five pounds make a load, and the freight is six yards of cotton, valued at three yards of our common "fi'penny bit" stuff.

The pay of a common labourer is four



ounces of wax a day and found, "with *chicha* at discretion."

This is the most important town in the province of Mainas, on account of its proximity to navigable waters, and its connection with such a large extent of territory that is not liable to overflow.

From Tarapoto to Chasuta you pass the villages of Juan Guerra and Shapaya. Chasuta is at the head of uninterrupted navigation on the Huallaga. Lieutenant Herndon, coming down at low water, met between this place and the mouth of the Amazon with nowhere less than five feet of water. The high-water mark is forty feet above the stage in which the river was when he was there. From Chasuta to the mouth of the Amazon the distance by water is upwards of 3,000 miles; and for half the year the Pennsylvania, seventy-four, would find water enough to reach that village from the sea.

Population of Chasuta 1,031; distance to Tarapoto by land six leagues; cost of transportation, one pound of wax the Indian load, one pound of wax being equivalent to four yards of cotton.—Cows, sheep, horses and hogs thrive well. Productions those of Tarapoto.

Yunimaguas, twenty-four leagues below Chasuta; population 319; country fertile. A good road can be cut from this place almost in a straight line to Moyabamba, distance thirty leagues.

Santa Cruz is thirty-five leagues below Chasuta. Here white wax is worth one and a third yards cotton, and five pounds wax are sold for one white-handled knife. Population 300.

Chamicuros, thirty-nine leagues below Chasuta, with a population of 331. Valuable resins and gums abound in the woods.

Laguna, forty-four leagues below Chasuta, and four above the mouth of the Huallaga, has a population of 742, and a fertile soil.

Urarinas, on the Amazon, five leagues below the mouth of the Huallaga—population forty-three. This is an important place on account of the immense quantities in its vicinity of the tree which produces the gum-copal.

Passing by the villages of Paranari and San Regis, we come to Nauta, the capital of the district. It is situated on the right bank of the Amazon, forty-six leagues below the mouth of the Huallaga, and ninety-four below the

head of uninterrupted navigation on that river.

It is to this place that Brazil, by treaty with Peru, has just contracted for a line of steamers, under the Brazilian flag, from Para, at the mouth of the Amazon. This line is to have a monopoly of steamboat navigation on the Amazon for thirty years, with a bonus of 100,000 per annum for the first fifteen.

It therefore becomes a place of importance; and, as I shall have occasion to allude to it again in connection with this steamboat line, under the Brazilian flag, we will here take no more notice of it.

Nauta is also only half a league above the mouth of the Ucayali, another tributary of the Amazon, and larger than the Huallaga—population 810.

Here one yard of English or American cotton is worth two and two-thirds yards of the cotton cloth of the country; and thirty-four pounds of sarsaparilla are given for eight yards of the latter; a full-grown hen is worth six needles; a chicken three; and fifty or sixty pounds of yucas six. A Portuguese merchant has established a house here.

Amaguas, seven miles below Nauta, is an important point, (though at present it has but 240 inhabitants,) on account of its great extent of fertile lands.

Passing Amaguas with its 240 inhabitants, Iquitos with its 127, and Arau with its 80, we arrive, twenty-seven leagues below the mouth of the Ucayali, which comes from the south, at the mouth of the Rio Napo, a tributary from Ecuador. There is here a settlement consisting of one family of Mitos Indians and one fugitive slave from Brazil—total thirty-one.

This river is two hundred yards broad at its mouth, and is navigable for three hundred miles. It is rich in gold; its banks are inhabited by hostile tribes of Indians, and covered with sarsaparilla and other valuable products of the forests. These Indians make the finest and most beautiful hammocks that are found in the Pampa del Sacramento; price of a hammock two yards of cotton. The trade in poisons makes this an important place.

Pebas is thirteen leagues below the mouth of the Napo; has a population of 387, and a fine country round about.—Its productions are white and black wax,

sarsaparilla, vanilla, poisons, storax, "chambira," hammocks, pitch, copal, incense, India rubber, milk of the cow-tree, and many curiosities, which the Indians, who, though wild and savage, are friendly to the white man, usually bring in exchange for beads, trinkets, &c., White wax is worth two yards of cotton; black, one and a half; thirty-four pounds sarsaparilla, twenty-four yards; hammock, two yards; a little pot of poison, four yards; one pound vanilla, eight yards.

Thence to Loreto, the frontier town of Peru, we have five small villages. Loreto is 160 leagues below the head of uninterrupted navigation of the Huallaga: population, 122. In this village you find a preparation from the wild yuca, which is very palatable, wholesome, and nutritious. It is a good substitute for bread.

Sarayacu, situated on the right bank of the Ucayali, 300 miles above its junction with the Amazon, has a population of 1,270.

This is an important point in the midst of a fertile region. Eight or ten miles above this town the Ucayali receives the Ahuaytia, which takes its rise almost on the banks of the Huallaga. A few miles up this tributary bring you to a great sarsaparilla country. This drug costs here eight yards of the cotton cloth of the country the one hundred pounds; which one hundred pounds are worth \$25 in Para, and from \$40 to \$60 in Europe, according to the markets. These eight yards of cotton for the one hundred pounds of sarsaparilla, according to the statement of this clever blacksmith, are worth four yards only of our coarse cotton.

Let us, therefore, for the sake of illustration, trace this trade through its entire course.

The American or English peddler to the Amazon—for trader he is not—buys in New-York or Liverpool, as the case may be, four yards of cotton, for which he pays twenty-five cents. He ships it thence around Cape Horn to Callao.—Here it pays duty at the Peruvian custom-house, and is sent thence to Lima by mule. By this time, what with freight, transportation, and commissions, it has cost the purchaser fifty cents. It is then packed on mules, carried across the Andes, and in about twelve months from the time of its leaving New-York or

Liverpool it arrives at the mouth of the Ucayali, where it is sent up by boat, which occupies three hundred working hours in going up three hundred miles to Sarayacu and the sarsaparilla country. Here this piece of four yards is exchanged in barter, according to Hacket, the New-England mechanic, from whom we have been quoting, for one hundred pounds of that drug. A shipment of the return cargo is then made in the rude river raft of the country, and this one hundred pounds of sarsaparilla, bought with four yards of "fi'-penny-bit" cotton, when it reaches the Amazon, is worth \$9 in Nauta, \$10.50 in Tabatinga, \$25 at Para, and \$50 at New-York or Liverpool. The voyage has been a long and a tedious and a roundabout one, but the profits are enormous.

Now, if Peru and Brazil, instead of forcing commerce with their interior provinces to go around "Robin Hood's barn" to get there, would open ports of entry to all nations and permit them to use the navigation of the Amazon, the citizens and subjects of Peru and Brazil, instead of getting four yards of cotton for their one hundred pounds of sarsaparilla, would get three or four hundred yards for it.

It would be difficult to quote any example more strikingly illustrative of the advantages to Peru of that "policy of commerce" which calls for the establishments of ports of entry at the head of navigation on the Marañon, as the main trunk of the Amazon is here called; at Chasuta, the head of navigation on the Huallaga; at the head of navigation on the Ucayali; and at Nautan, which is at the junction of this last with the Amazon.

So Ecuador might establish ports of entry on her side of the Amazon, at Borja, if the navigation be uninterrupted that far, and if Borja belong to her; and at the head of navigation at each one of her Amazonian tributaries, as the Pastaza, the Napo, the Putomayo, and the Japura; though the head of navigation of the last is perhaps in New Granada.

Now, if one of these republics should declare such places free ports to all the world, or ports of entry to the commerce of all nations at peace with her, surely Brazil would not in this enlightened day, if an American or an Englishman should wish to wear his own flag and go up in his own bottom under it on a trading voy-

age to those ports—surely, we say, Brazil would not at this day attempt to play the part of Japan, and hinder those vessels from passing by her doors to other parts of the world.

The Pastaza, we are informed on the authority of our old friend, Gen. Villamil, the Secretary of State of Ecuador, is navigable nearly up to Quito; and, it is well known that the sands of most of those streams are auriferous.

Tabantinga is the frontier post of Brazil on the Amazon. Thence ascending, we have an uninterrupted navigation along the main trunk of the Amazon, which here courses through the northern parts of Peru, and not far from the southern boundary of Ecuador, for the distance of 500 or 600 miles. Thus a steamboat may reach the foot of the Andes.

Lieut. Herndon entered the Amazon four hundred and sixty miles above the Brazilian boundary, and he thus describes the river there:

"The Amazon, where it receives the Huallaga, is five hundred yards broad. The march of this great river in its silent grandeur was sublime; but, in the untamed might of its turbid waters, as they cut away its banks, tore down the gigantic denizens of the forests and built up islands, it was awful. It rolled through the wilderness with a stately and solemn air; its waters looked angry, sullen, and relentless, and the whole scene, as the noise of the falling trees came booming at distant intervals across the forest, awoke emotions of awe and dread, such as are caused by the funeral solemnities, the minute-gun, the howl of the wind, and the angry tossings of the waves, when all hands are called 'to bury the dead' in a troubled sea.

"Though the river was not at its full, it reminded me of our Mississippi at its topmost floods. The waters are quite as muddy and quite as turbid, but the Amazon lacked the charm and the fascination which the plantation upon the bank, the city upon the bluff, and the steamboat upon the water, lend to its fellow of the north; nevertheless, I felt pleasure at its sight. I had already traveled seven hundred miles by water, and fancied that this powerful stream would soon carry me to the ocean. But the water travel was comparatively just begun; many a weary month was to elapse ere I should again look upon the familiar face of the sea, and many a time, when worn and wearied with the canoe life, did I exclaim, 'This river seems interminable.'

"Its capacities for trade and commerce are inconceivably great. Its industrial future is the most dazzling; and to the touch of steam, settlement, and cultivation, this rolling stream and its magnificent water-shed would start up into a display of industrial results that would make the valley of the Amazon one of the most enchanting regions on the face of the earth."

"From its mountains you may dig silver, iron, coal, copper, quicksilver, zinc, and tin; from the sands of its tributaries you may wash gold, diamonds, and precious stones; from its forests you may gather drugs of virtues the most rare, spices of aroma the most exquisite, gums and resins of the most useful properties, dyes of hues the most brilliant, with cabinet and building woods of the finest polish and most enduring texture. Its climate is an everlasting summer, and its harvest perennial."

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#### ART. IV.—CONNECTION OF THE ATLANTIC WITH THE GULF—INTERESTS OF ALABAMA.

##### MONTGOMERY AND PENSACOLA RAIL-ROAD.

Few subjects are more interesting than to trace the developments of different sections of the country when connected by means of rail-roads, and the other various systems of internal communications. The commercial independence of the South has become no longer problematical. We possess the finest rivers,

the richest soil, the best harbors, and the most valuable agricultural productions, not only of the Union, but of the whole world. It has been aptly said that "*Cotton is King*," since every thing of commercial importance depends upon it in the way of exchange. The cotton planter has, until very recently, conti

nued blind to his own interests, by depending upon expensive, uncertain, and circuitous routes in the transportation of his productions to either domestic or foreign markets. "*Direct trade*" is the natural channel of communication between nations, and no fact is of more importance for the cotton planter to understand than this simple axiom.—The intervention of third parties, the rates of commission, insurance, lighterage, steamboat transportation, wharfage, drayage, and various other expenses levied upon a bale of cotton before it can be shipped in a safe vessel to a foreign market, has rendered the ports of New-Orleans and Mobile a dread to the majority of planters of Alabama and Mississippi.

To promote the mercantile and agricultural prosperity of central Alabama, a most important rail-road was undertaken, a few years since, to connect Montgomery with the city of Pensacola. The causes that led to a suspension of this road are too well known to the citizens of these cities, to render any explanation at this time necessary; suffice it to say, it was simply owing to the monetary revulsion of 1836 and 1838, that paralyzed the prosperity of the entire country, and which rendered abortive the various attempts undertaken at that time, to open the avenues of trade with interior sections of the country.

The Montgomery and Pensacola rail-road has now assumed an importance its most sanguine and earliest advocates in no way anticipated. It will be the object of this communication to point out, as briefly as possible, the most prominent inducements that are now presented to the citizens of Montgomery and Pensacola, in favour of an immediate construction of this road.

1st.—The certain, cheap, and expeditious facilities of communicating with a commercial harbor of the first class; and the consequent concentration of mercantile and agricultural trade at Montgomery from the surrounding counties.

2nd.—The saving of time, in favor of this road, over all others, in connecting the northern cities with New-Orleans, Texas, Chagres, the Tehuantepec route, on to the bay of San Francisco.

3rd.—The advantages this road possesses over the Savannah and Brunswick routes now in progress, to connect the

Atlantic with the Gulf of Mexico, at the Bay of Pensacola.

4th.—The superiority of the harbor of Pensacola over all others on the Gulf of Mexico; and its national defenses.

5th.—The probable expense of construction, connected with steamboats to New-Orleans, and the income derived.

There is no interior town that we know of in the State of Alabama, in a more enviable position than Montgomery—possessing a large, thriving and energetic population—free from debt, and having a vast extent of rich agricultural country dependent upon her trade, by means of rail and plank roads that are being built, and all converging towards her as a common centre. It is not, therefore, surprising that the city of Pensacola should feel desirous to connect and afford Montgomery that which she most requires, to wit, a safe and magnificent harbor, to increase her commercial and internal prosperity. Increase the facilities of trade, and you promote the opportunities for wealth, and the consequent influx of population. It has become an established fact that rail-roads increase the mercantile prosperity of interior towns, and enables merchants to establish wholesale stores at central points, thereby affording facilities for the capital of the surrounding country to be spent in its own vicinity, rather than seek a more remote market at the hazard of a tedious and expensive journey, which is a serious consideration with merchants, mechanics, and planters of small means. The history of all the towns along the Albany and Buffalo Rail-road—Schenectady, Utica, Rome, Syracuse and Rochester, that now contain populations averaging 10 or 20,000 inhabitants, are all corroborative of this fact. Look, also, at Chicago, built upon the low slash prairie of northeastern Illinois; ten years ago she could not number 5000 inhabitants; she now boasts of 40,000, with 2000 miles of rail-road converging upon her. Such is the result of well-directed individual enterprise, that could be illustrated by a hundred different examples.

It is well known that the business of Montgomery is perplexed, and brought to a pause several months in the course of the year, by the shallowness of the Alabama River; and this frequently occurs in the most busy periods, when the



travelling community is most anxious either to go, or return from the northern cities. This annoyance compels thousands to take the more tedious route of the Mississippi River, who would otherwise select the more agreeable and expeditious way through Montgomery, thence on to Wilmington, Charleston, or Savannah. The stockholders of the Montgomery and West Point Rail-road are losing millions from this cause; and I see no way of avoiding the loss but by lending their aid and influence towards the construction of the Pensacola and Montgomery Rail-road. It is hardly possible to arrive at a correct data as to the number of passengers that would pass over the route, in the event of its connection with the Alabama, Georgia and South Carolina Rail-roads at Montgomery. Especially, after the Chagres and Tehuantepec Rail-roads are completed, and connections established by them with some point on the gulf coast, being the terminus of the long chain of roads leading to the northern cities. It may be safely relied upon, however, that 200 is a small daily average of passengers, since 100 is the present number passing through Montgomery, notwithstanding all obstacles by the river, and rail-roads not yet completed.

The cotton trade is well worthy the consideration of the citizens of Montgomery, and a strict inquiry should be made as to the probable increase of this important branch of business in the event of this road being constructed. Whether the obstacles to be encountered upon the river—heavy steamboat freight, insurance, and the various expenses incidental, at Mobile—to wit, commissions, drayage, wharfage, light-erage, are not sufficient to draw off a vast amount of the cotton from the river, to be repacked at Montgomery, and thence forwarded to Pensacola, as opportunities present for shipment; thereby saving all those minor expenses which, taken together, detract so much from a bale of cotton in the Mobile market. It is not false prediction to say that cotton presses will line the river front of Montgomery, in less than a year after the construction of this road, and thus open a new avenue for employment and wealth to her enterprising citizens.

Secondly.—The saving of time in favor of this road, over all others, in connecting the northern cities, New-York, Philadel-

phia, Baltimore, Washington, Norfolk, Charleston and Savannah, with New Orleans, Texas, Chagres, the Tehuantepec route, on to the Bay of San Francisco, is easily demonstrated by an examination of the maps, together with the numerous enterprises nearly completed to shorten the distance between these important commercial points.

Now, it is important for us to examine the merits of the Pensacola and Montgomery road, and to sustain by facts the priority it possesses over all other routes. The roads through Georgia and South Carolina are rapidly approaching their completion, and in a few months a direct communication will be had by rail-road, from the city of Montgomery to Wilmington, North Carolina, thence to Washington, Baltimore, Philadelphia, New-York, and, in fact, to every commercial city upon the Atlantic coast. Montgomery, then, is distinctly the terminating point of all the roads converging from the Atlantic coast to the Gulf of Mexico. Is it compatible with sound judgment, or, the progress of the times, that the property-holders of Montgomery should continue apathetic to their own permanent prosperity, and allow other cities to circumscribe and secure the elements of wealth, now within the control of her own citizens, by extending a rail-road to the Bay of Pensacola; and thus possessing the most magnificent harbor to be found either upon the Atlantic or the Gulf of Mexico?

The saving of time in making a journey from New-York to New-Orleans, is superior to any other route proposed, or yet undertaken. It can be made in the short space of "*Four Days*," a rapidity greater than is even pretended to be claimed by the numerous improvements now in contemplation to connect the great commercial emporiums of the North and South. This time is calculated as follows; a good steamer can make the trip from New-Orleans to Pensacola in 16 hours, distance 200 miles; thence by rail-road to Montgomery, 160 miles in 8 hours:—

New-Orleans to Montgomery, via Pensacola.....	24 hours.
Montgomery to Wilmington, via S. Carolina R. R.....	30 "
Wilmington to Washington, R. R.....	30 "
Washington to New-York, R. R.....	12 "

Equals 4 days..... 96 hours.

The most gigantic efforts are making

by the capitalists of the country to establish an expeditious and economical route to San Francisco. The western members of Congress are urging the propriety of connecting the city of St. Louis with the Pacific coast, and demanding aid from Government to promote the enterprise. Missouri has already commenced, and has now under contract, a considerable portion of a rail-road, extending westward from St. Louis, designed to connect with the Bay of San Francisco. But an undertaking of such magnitude is well calculated to intimidate the most courageous, and we may confidently expect youth to decay into extreme old age, before a rail-road, 2300 miles in length, will be made over an uninhabited country, to connect the Mississippi with the Pacific Ocean. The antagonistical interests that Montgomery has to contend against are nearer home, almost upon her own threshold. The Mobile and Ohio Rail-road, via Selma, is progressing with an energy that guarantees a completion at an early period, and when connected with the Central Illinois road at Cairo, will be a continuous, though "circuitous" route to the eastern cities.

The following table of time and distance exemplifies the advantages of the Pensacola and Montgomery route to the Bay of San Francisco from the city of New-York. It has been prepared with care, and has been partly taken from a paper recently read before the Georgia Historical Society. Inquiries made by myself from experienced naval officers, pronounce the sailing distance and time correct.

New-York to Pensacola by R. R.	1,000 mls.,	72 hrs.
Pensacola to Tehuantepec.....	900 "	72 "
Crossing the Isthmus .....	120 "	6 "
Isthmus to San Francisco .....	2,350 "	192 "

Equals 14 days, 6 hours..... 342 hrs.

This calculation is a reality, and sanctioned by the proposition recently made by Col. Sloo, to carry the United States Mail from New-York to San Francisco in *fourteen days*, provided Congress recognize the validity of the contract made by him with the Mexican authorities. The Senate are now debating whether the Garey, or the Sloo grant is entitled to the support of our government.

Thirdly.—"The advantages this road possesses over the Savannah and Pen-

sacola route to connect the Atlantic with the Gulf of Mexico."

The citizens of Savannah deserve the greatest praise for their comprehensiveness and perseverance in endeavoring to promote the prosperity of their city, by connecting with every point calculated to increase her wealth and importance. Their efforts are not to be overlooked by the good people of Montgomery, lest they may suddenly find themselves circumscribed by the state of Georgia, and deprived of a convenient and safe harbor their own neglect has failed to secure.

The Savannah and Pensacola rail-road will be nearly four hundred miles in length, and will cost upwards of four million dollars; great as this sum may be, it will certainly be raised, and the road built, if Montgomery fails in duty towards herself.

In the event of Montgomery and Pensacola being connected, it is a matter of doubt whether the other road will be constructed, since everything will be accomplished in favor of Savannah, in the connection of the Central Georgia road with the Alabama roads leading to Montgomery, and this idea holds good in respect to Charleston.

The citizens of Pensacola are anxious to join with Montgomery; the misfortune is, they have not much capital to invest, and must, therefore, depend upon her richer neighbor to push the work successfully to completion. All that Pensacola can do, however, will be done to the full extent of her means. It would be well if a *Convention* was called at Montgomery, and some plan determined upon to undertake the work at once, and terminate the great struggle of sixteen years to connect the Atlantic with the Gulf of Mexico. The last Florida legislature granted a liberal charter to this road, and appointed the following gentlemen as commissioners, to open books and receive subscription for stock:

Walker Anderson, W. H. Chase, B. D. Wright, O. M. Avery, of Pensacola, Florida.

M. Boncleware, John G. McLane, J. G. Robinson, A. J. Robinson, W. T. Sterns, C. Snowden, W. Ashley, Asa Johnson, T. A. McIvar, A. Russell and A. Fowler, Conecuh county, Alabama.

E. I. Pickins, L. A. Bowling, W. J. Sturdy, James Dunklein, T. I. Burnett,

H. L. Henderson, H. B. Taylor, B. W. Henderson, and J. P. McMullen, Butler county, Alabama.

C. Webb, A. J. Perry, G. Harrison, J. C. Swanson, and John Walker, Loundes county, Alabama.

C. Cromlin, J. E. Belser, E. Sandford Sayer, John Craigen, J. J. Scribles, B. S. Bibbs, H. W. Hilliard, E. Barnes, J. R. Dilliard, R. Wall, and G. Matthews, Montgomery county and city.

Any three of the abovenamed persons may open the books in such places as they may think proper, and keep them open until the whole capital stock is subscribed.

It is important, however, that these commissioners should be prompt in the exercise of their functions, otherwise the charter will be forfeited. It is a constitutional law of Florida, that all incorporated companies should be organized, and the work commenced within one year after the passage of the act, or it becomes null and void.

The general government has conceded the right of way through the public domain, in favor of this road, and continued efforts are being made by the Florida delegation to obtain alternate sections of land for six miles on each side of the line, similar to that passed in favor of the Central Illinois and Mobile roads.

Fourthly, "The superiority of the harbor of Pensacola over all others, on the Gulf of Mexico, and its national defenses."

The bay of Pensacola, as a harbor, has nothing to compare with it from the Chesapeake to the Rio Grande, or along Central and South America, until you arrive at Rio de Janeiro. It has anchorage for the most extensive commerce; and vessels are securely sheltered from the severest gales. The depth of water on the bar at the main entrance equals twenty-four feet, and has been stationary at this depth from time immemorial. As you ascend the bay, you find the same depth of water until you pass the city of Pensacola; distance from the bar about twelve miles. The largest class frigates and sloops-of-war frequently run up, and ride at easy anchorage off the town.

The most important defenses are: First, Fort McCrea, on the main land, as you enter the channel to cross the bar. Second, Fort Pickens, upon the

opposite side. Third, Fort Barrancas, on a high cliff, half a mile from Fort Pickens, on the opposite shore. Also, an extensive navy-yard, with floating dock, basin, and rail-way, now ready for the construction and repair of naval and merchant vessels.

The health of the city and bay of Pensacola is proverbial, surrounded by open pine woods, and furnished with an abundant supply of healthy spring water. It is the favorite resort in mid-summer of many families from Mobile and New-Orleans, who are attracted there by the facilities for salt-water bathing, and the remarkable salubrity of the climate during the unhealthy season.

Fifthly, "The probable expense of construction, connected with steamboats to New-Orleans, and the income derived."

We have endeavored, briefly as possible, to trace the various merits of this improvement, and the attention it is entitled to from the citizens of Montgomery. Another important feature is now to be considered, and, in fact, the one most essential to the success or destruction of the scheme. We allude to the probable expense and income of the road.

The act of incorporation is for two millions of dollars—an amount exceeding the sum necessary for the accomplishment of the enterprise, according to the following calculation:

160 miles rail-road, Montgomery to Pensacola.....	\$1,600,000
Four first-class steamboats, to run daily between New-Orleans and Pensacola.....	280,000
Equals expense.....	\$1,880,000
INCOME.	
200 daily passengers, 360 days, @ \$8 00....	\$ 576,000
150,000 bales of cotton.....	150,000
Accumulated freight, merchandise, &c....	300,000
Mail contract.....	100,000
	1,126,000
Deduct expenses.....	336,000
Equals net profit of 23½ per ct..	800,000

This estimate, we are confident, will be found greatly within the assets of the road; my object is, however, not to exaggerate, or to indulge in an enthusiastic confidence as to the ultimate prosperity of the road. The experience of all great lines of communication between populous sections of the country, has been found to exceed in profit, rather

than fall below the original estimate. It is sufficient to know, that the investment will be safe, and will yield an ample income upon the capital, and will bear comparison with any other improvement in the country.

We might continue the subject, and give a closer analytical detail. Our object has been to state the prominent facts, and leave them for an enlightened and wealthy community to use them for their own advantage.

#### ART V.—VALLEY OF THE OHIO.—ITS CONQUEST AND SETTLEMENT BY THE AMERICANS.

THE following extracts from a work about to be published are kindly sent to us by the author. Of the work itself, the Editors of the *Western Journal*, that popular monthly published at St. Louis, says:—

During Mr. Butler's preparation of the *History of the Commonwealth of Kentucky*, he gleaned, from conversation and correspondence with the old and leading men of the West, many incidents of historical importance, and also discovered among the archives of Virginia many documents pertaining to the history of the West, which could not with propriety be introduced into that work. Also the journals and private papers of distinguished pioneers in the West, which were placed in his hands, afforded a rich resource for an extensive history of its settlement by the Americans. His former work will, therefore, be but the nucleus around which the immense treasures of this work will be gathered.

Mr. Butler is peculiarly fortunate, in having enjoyed the advantages of deriving the most reliable and most multifarious data for the work he has undertaken. And in this respect he may be considered as the man most pre-eminently capable of giving accurate annals of the history he narrates. But he has a still stronger claim on the consideration of the public. Mr. Butler is a man of letters. Familiar with the literature of modern and ancient ages, he is also gifted with that comprehensive faculty which enables the philosophic historian to promote the civilization of the people, by indicating with liberal conservatism the laws of the progress of humanity:

The object of this work is to record the conquest and settlement of the Valley of the Ohio, by the united efforts of

our English ancestors and our own countrymen. I mean to keep this story quite distinct from the French and Spanish enterprises, in or about this region. They have been already most ably narrated by Bancroft, in a manner at once to gratify the pride and to instruct the minds of his countrymen.\*

My object embraces the western portion of the United States, if so transitory a name can still be applied to its great central region, watered by the Ohio River and its tributaries.

The Valley of the Ohio, without doubt, comprehends a larger quantity of fertile land, a more extensive and diffused interior navigation, together with a more salubrious climate, than any other portion of the temperate zones of the globe. It comprehends an area of 200,111 $\frac{1}{2}$  square miles, which is almost double that of France, more than twice that of Great Britain and Ireland, and nearly as much as the superficies of Germany. Its internal navigation is calculated by an indefatigable and skilful geographer,† at 5000 square miles, with access to a navigation on the great northern lakes of 82,750 square miles. The resources of the finest iron and lead, of coal and salt, are spread over this section of the United States, in a profusion unequalled in the world.

The valley extends from latitude 42° 29' north, to latitude 34° 12' north. In an eastern and western direction, this region of country stretches from the head of the Ohio River to its mouth, that is, from 1° to 12° west from Washington city, or from 78° 2' west from Greenwich to 89° 2'.

The great debateable land, lying in this valley, which has constituted an ob-

\* Bancroft's History of the United States.

† Darby's Gazetteer.

‡ Ibid.



ject of the fiercest contention between the white and the red races, may well be confined to the country lying between the mouth and the head of the Ohio and its tributaries. Sometimes its history will lead the reader to the great northern lakes, and again to the Cumberland Mountains; but the actions which form the general tenor of the story were performed in the country bordering on its great central stream of the valley, so expressively named by the French discoverers, *La Belle Rivière*.

The settlement by the English and their descendants in this most beautiful and favored section of the United States, presents, among other aspects, one great and striking one, which has fastened itself upon the mind of the writer with great tenacity. It is that this great social work has been mainly a spontaneous, individual effort, without the aid, and scarcely with the countenance of government—often, indeed, against its threatening orders. The subjugation of the western country, as it has been limited, has been effected by a great contemporaneous movement of society, at various detached points, in distant and separate parties, not knowing, much more not uniting, each other's efforts. It has been an Exodus without a Moses; and yet the pillar of fire by night, and the pillar of cloud by day, did not cease to direct the footsteps of our pioneer pilgrims.

The story is full of noble heroic enterprise, not always military, nor chiefly so; it is chequered with many mournful and tragic events; yet the self-denial, the fortitude and bravery, the wisdom and enterprise, displayed in their history, may well be studied by the descendants of the pioneers, and those who are now rioting in the rich fruits of these noble and manly virtues. Their history will ever form a record of daring and gallant exertions, over which admirers of such actions will rejoice, and whose study ought to give delight.

True, there has been no favorite chief at the head of a great expedition. No Cæsar, no Rollo, nor Hengist nor Horsa, headed these wide and scattered movements. It was too grand and gigantic a project for such means to effect. The wilderness of North America has been conquered, and reduced under the dominion of the axe, and the plow, by handfuls of men, sometimes individuals,

each moving on his own footing, and by his own suggestions, or, in the popular idiom, "on his own hook."

The progress of the American Republic, in no one of its great sections, can well be said to have been a mere conquest, a military achievement only; although its history is very far from destitute of heroic renown. Still, it has not been entirely fanned into being by "conquest's crimson wing." It has mainly originated in more moral efforts. It is the first-born of freedom and commerce in America.

The early annals of the United States neither boast of, nor are stained with the cruel and bloody footsteps of a Cortez, or a Pizarro. They present heroes of another and higher order—soldiers of advancing civilization—pioneers of liberty and a great social reform. The moral grandeur of this movement throws the blood-stained triumphs of mere military conquest, for conquest's sake, far into the shade. It behooves Americans to elevate their conceptions to the intrinsic dignity of their country's efforts, to extend the civilization of the world, and to spread over it the blessings of liberty, religion and law.

Let our countrymen cease to worship the Moloch of mere military devastation and death; and may they realize the great debt which civilized life owes to the American pioneer!

It is the purpose of this work to pursue this train of thought, and rapidly to portray the efforts of the pioneers of Western America (and they were not always military ones) to reduce the fair and fertile region watered by the Ohio and its tributaries, to the dominion of civilized life—to convert the region in question from the rule of savage barbarity to that of enlightenment and humanity, of religion and freedom.

The scene shall be laid (as I have already intimated) on the waters of the Ohio river; and the time shall extend from the treaty of Aix-la-Chapelle, in 1748, to the peace of Ghent, as ratified by the United States, in 1815.

The treaty first above mentioned, had left the region in question a great debatable land between the British and French crowns. Yet this smiling and most fertile section of country was, about the middle of the last century, the undisturbed forest home of the red man. True, there were scattered French

villages of much earlier date, as Vincennes, Kaskaskia and Cahokia; but still the vast region stretching from the northwestern lakes to the Cumberland Mountains, and from the heads of the Ohio to the Mississippi, was essentially and indisputably the dominion of the North American savage.

Still, this vast tract of country was but dotted over with the towns of the warlike tribes, who wandered over, rather than inhabited it. Of this Indian race, the Confederacy, sometimes denominated the Five, and subsequently the Six Nations, were decidedly the most formidable. They occupied, at the time in question, the country from the lakes Ontario and Erie to the undefined territory of the Wyandots or Hurons, though their territorial claims extended to the Tennessee River. These latter were the most eastern tribe of the Miami, or, as they pronounced it, the *Mi-a-mi-ah* confederacy; as the Senecas were the most western of the Six Nations. "The Iroquois," or Six Nations, "were formerly confined, with the exception of the Tuscaroras, to the region south of the lakes Erie and Ontario and the peninsula east of Lake Huron."<sup>\*</sup>

Loskiel tells us (Note, Part I., p. 130. III. Bancroft, p. 239, Boston, 1841,) that the Delawares, as they were called by our countrymen, Loups by the French, and Lenni Lenape, or Original Men, by themselves, were the parent stem of the Algonquin race of Indians. This tribe of Indians was seated round the Delaware Bay, in the present states of Pennsylvania, Delaware and Jersey, at the time of William Penn's visit to America. They seem to have been gradually driven from their ancient seats, during the earlier colonial times, to the country immediately west of the Alleghany Mountains. Beyond this tribe came the Shawanoes of the French writers, who also call them Chawanons; they were known to our countrymen as the fierce and warlike Shawnees. They were a tribe of most daring, ferocious and wayward character among all the vagrants of the forest. Fugitives from the victorious arms of the Five Nations, they fled about 1672 to the borders of the Carolinas and Florida. Returning thence, they were said, by Governor Harrison,

to have been adopted by the Miami confederacy. (Gallatin and Drake's Life of Tecumseh. Pioneer History, 239.) It was of this tribe, so celebrated for their marauding invasions on the borders of Virginia and Pennsylvania, that Governor Dunmore said, in a proclamation of 1775, that "the most dreadful effects were felt." (See Virginia Gazette, 23d Jan., 1775.) They afterwards became as distinguished for their attacks upon the settlements in Kentucky and Ohio. They seem to have occupied the country watered by the Scioto. Descending the Ohio, the tribes of the Miami confederacy next presented themselves; they are sometimes called Twightwees. After them came the tribes of the Illinois confederacy, embracing the Kaskaskias and Peorias.

Such were the most important tribes located on the northern shores of the valley. Between them and the southern tribes lay the country since denominated Kentucky. This region, abounding most eminently in game and salt-licks, the favorite resort of wild animals, seems to have been reserved, by some tacit consent of the adjacent tribes, as a hunting or battle ground, as their wants or passions inclined them. Certain it is, that although at various points in the interior there were indications of different, perhaps superior races of natives having occupied the country, there were no permanent Indian towns located in Kentucky. They were unknown to our oldest hunters and travelers.

The tribes bordering the valley on the south consisted of the Cherokees, on the upper valley of the Tennessee River, as far as the Muscle Shoals; and the highlands of Carolina, Georgia and Alabama, and the Chickasas.† The latter tribe, ever distinguished by friendship to the white man, were situated on the lower waters of the Tennessee, and upon the Mississippi.

These were the aboriginal inhabitants of the valley of the Ohio, about the time of the irruption of the whites into this most desirable region. The numbers of this savage people have been variously estimated by the colonial writers, varying (as such estimates must in the absence of actual enumeration) from 5,000 to 6,000 warriors.‡

<sup>\*</sup> Parkman's History of the Conspiracy of Pontiac, page 25. Boston, 1851. A work of unrivaled excellence, thoroughness, beauty and fidelity, on the colonial wars of North America.

† III Bancroft, p. 246. Boston, 1841.

‡ Col. Croghan's Journal. Butler's History of Kentucky. Appendix and Pioneer History, p. 66, Cincinnati, 1846.

This estimate would, at the common allowance of one fifth for warriors, make the Indian population of this portion of the western country here indicated, amount to 25,000, or 30,000 souls.

Nor does this calculation differ proportionately from that of Bancroft, adopted for the whole country of North America, east of the Mississippi, at the time of the discovery of British America. Their diminution, he thinks, exaggerated: "they have been exiled, not exterminated." Indeed, the testimony of all the missionaries and hunters shows the existence of frightful solitudes in the Indian country. They seem indispensable to furnish the game which supports a savage and hunter state of society. Dr. Franklin calculated that a mile square was necessary to support every individual in a savage state of society; while 50,000 acres are estimated by another necessary to support an individual in the hunter state.

But the tribes which were scattered over the western country of the United States, at the first visit of our countrymen, were much more formidable by their arts of war, than their mere numbers might indicate. Their ferocious customs of warfare are mournfully impressed on the traditions of the early immigrants to the Indian wilderness—the great battle-ground between the white and the red man. Acknowledging no object in their hostilities, superior to the destruction of their enemies and everything connected with them, in the most savage manner, there was no exemption from the horrors of war, for the helpless female, or children still more helpless. Tenderness and smiling innocence, whose appeals are paramount to all others in the breast of a civilized warrior, were utterly disregarded in the merciless barbarities of Indian war.—Every stratagem which the most perfect discipline of concealment could suggest, to effect the surprise of an enemy—every privation which the most enduring fortitude could bear, to effect the gratification of their bloody vengeance—every mode in which prisoners of war could be most cruelly tormented, were the constant attendants of our frontier warfare. Yet, it must not be concealed that these cruelties were not always confined to the Indians: they were too often and far too exactly retaliated by our own countrymen, who boasted of

more civilized manners, and of a religion merciful and true. But to creep up by night to a fort-gate, or a cabin-door, and shoot down the first comer that should venture forth, at the break of day—to fire the log-cabin over its sleeping inmates—to strike the tomahawk into the brains of the infant sleeping at its mother's breast—to burn the wretched victims of war, by slow consuming fires, after exhausting all the refinements of mutilation and torture, have been familiar atrocities in the hostilities which have raged between the aborigines and the white men.

To these horrors of their own native suggestion must be added the formidable assistance derived by the northwestern Indians from European arms, furnished them by foreign rivals for American dominion in their more recent contests with one another and with our own countrymen. This made them a much more formidable foe to the western pioneers than the natives proved to our forefathers, who had battled with them on the Atlantic border. These tribes were an insignificant enemy in comparison with the well-armed and often provisioned forces which defended the western country from the intrusion of the white man. They formed, in the opinion of our own most experienced military men, a corps of light troops, unexcelled in the world. They wanted neither roads nor baggage. The formidable character of these troops is established by the slaughter rather than defeat of the finest armies of Europe, and even of our own country. This signal superiority of the more modern Indians in war to their primitive ancestors, and in the northwestern region of our country more particularly, was, in no small degree, derived, as has been observed, from foreign assistance. Still, to the Indian must be freely allowed great personal bravery on his own system of tactics for saving native life, demanded by the slow course of population. Unexampled hardihood, indomitable perseverance and fortitude in pursuing the object of his craft, or his vengeance, to the direst extremity, are undeniable characteristics of the Indian race. Added to those qualities, their systematic aversion to work, on a principle of honor, and they would almost seem doomed to utter extermination, before the sure and solid progress of agricultural society. It is

socially the contest of spirit with strength—genius with judgment. That the experiments under the benevolent policy of our own government on our western waters may prove the fallacy of this inference, must be the prayer of every good man.

These aids of foreign arms and provisions seem first to have been received by the Indians in the wars which took place between Canada and the British provinces. With these exceptions, and some traffic in peltries, the country west of the great mountain chain of the Alleghany was in its aboriginal condition as late as the middle of the last century.

This state of occupation and barbarian independence was not long permitted to continue, owing to the conflicting claims of France and England to this desirable region. Both these powers had peculiar claims to this great central region of North America. France certainly preceded Great Britain in exploring the northwestern country of North America. The missionaries of France had penetrated the far Northwest—the entrance to Lake Superior, Detroit, Michilimackinac; the waters of the Mississippi to their mouth had been explored by the French early in the sixteenth century. France had erected a fort at Detroit, Le Boeuf, Presque Isle, and at Venango; at Vincennes, on the Wabash, and Fort Chartres on the Mississippi. Still, the British government claimed these northwestern regions, or at least

set up what has recently been termed a protectorate over them, by virtue of ancient conquests of these regions by the Six Nations, who became the fast friends of Great Britain; and acknowledged by treaty in 1701 a species of dependence upon her more nominal than real. The truth is, the covenants of treaties, beyond simple peace and war, are not likely to be well understood, or critically examined by a race of savages.

Presents, immediate gratification of wants, and promises for the future, are the most efficacious instruments of influence in negotiations with barbarians. Mere faith, independent of its immediate fruits, has but little influence on the minds of a people in a savage state of society. Yet the settlements of the British colonists were not only incomparably superior in population, but they were more immediately contiguous to the disputed country lying adjacent to the provinces of Pennsylvania and Virginia. And although, between the native proprietors of the soil and the European colonists of either France or England, this might be immaterial, not establishing any title against them, yet between the European rivals for dominion in America, it might have some reasonable weight. While the French were confined to the banks of the St. Lawrence, or had only explored, not settled the region on the Ohio River, the English had crossed the Blue Ridge, and were ready to climb the Alleghanies.

#### ART. VI.—AMERICAN STEAM MARINE.\*

THE GREAT LINES OF SEA STEAMERS CONNECTING AMERICAN PORTS, AND THE OLD AND THE NEW WORLD.

THE power and influence of steam in the nineteenth century have furnished an inexhaustible theme for the speculations of the man of science, and opened an unlimited field to the enterprise of the merchant; while, to the world at

large, its achievements have been a source of wonder. The invention of the mariner's compass, and the application of steam to the propelling of ships, have equally marked an extraordinary epoch in the history of ocean navigation. The

\* There are several lines of sea steamers, of greater or less capacity, not included in the paper above, which we introduce in a note:

1. Charleston and Florida Steam Packets, leaving every Saturday; Charleston and Philadelphia steamship Osprey, 1,000 tons; Charleston and Havana steamship Isabella, semi-monthly, 1,000 tons; Charleston and Wilmington Steam-line; Charleston and Savannah steamers.

2. Savannah and Philadelphia steamers, etc.

3. New-Orleans and Mobile steamers—Florida,

Oregon and California, daily; New-Orleans and Texas steamers—Louisiana, Mexico, Yacht, Meteor, etc.; New-Orleans, Vera Cruz, and Pacific Line, three times a month—steamships Albatross and Texas.

4. Liverpool and Philadelphia steamships Manchester and Glasgow, etc., etc.

This paper upon steamships was published in parts by Mr. Tael, in the "Journal of Commerce," and now, having been revised and corrected, is furnished as one article for the Review, by the author.



latter, though of recent origin, is one of the most interesting and instructive of any event of the age. The writer of this paper purposes to present a few facts and statistics, in connection with this subject, derived from authentic sources; and to trace, particularly, the growth of that leviathan power, which, from a small barque timidly braving the perils of the sea, has increased to mammoth ships; and which, in its strides of communication between continents, has revolutionized the time of the ocean, and annihilated the space of distant coasts.

The incredulity which is ever opposed to the improvements which affect the destiny of the human race, and the advancement of the world in science, was not wanting in the application of steam to ocean navigation. As illustrative of this, it is instructive to trace the progress of this great marine, from the time that a distinguished member of the British Parliament declared, in presence of a corps of engineers, assembled before a committee of the House of Commons, that he would swallow the first steam engine that propelled a ship across the Atlantic, to the day that steamers of the largest class crossed in some nine days and seventeen hours!

With the forebodings of men of intelligence, steam ocean navigation, in its origin, like almost all other novelties, had equally to contend against the prejudices of men of science. Dr. Lardner, notwithstanding the contradiction which has recently been made in an English journal, expressed his opinion decidedly against the practicability of such an enterprise; and at a time when he was the great accredited authority of the steam engine in England. The writer of this paper remembers to have heard the same distinguished authority declare, in one of his lectures in this country, upon the same subject, an opinion adverse to the success of ships of the larger class navigating the ocean by steam. But these obstacles of prejudice and incredulity are but the repetition of the history of every new enterprise and invention, superseding old and established principles in science and in commerce; and so they will ever continue to exist, but in the undying faith and intrepid energy of those who create and establish them.

Without disparaging the enterprise of other nations, it is a source of national

pride to Americans, that a vessel from the United States was the first to perform the novel feat of crossing the Atlantic by steam. Although this fact was very generally known, yet some conflicting statements attending the sailing of an English steamer soon after, contributed to involve the matter in controversy, until a final decision was given to the point by establishing it conclusively and satisfactorily from the files of the English journals. Col. John S. Cunningham, Commissioner to the World's Fair from Virginia, in a letter to the *London Times*, remarking upon some comments of that journal upon steam machinery on exhibition, in which it claimed that the *Sirius*, an English steamer, was the first which had crossed the Atlantic, quoted from its own files and "Lloyd's," the announcement of the arrival at Liverpool in June, 1819, of the American steamer *Savannah*, from Savannah, Georgia—the first which had performed the trip. The success of this experiment, though small in itself, yet the precursor of great results, is shared equally by the North and the South of the United States. The *Savannah* was built in New-York, and sailed from a Southern Atlantic port. She represented the skill of Northern ship-builders and the enterprise of Southern merchants. She was commanded by Captain Rodgers, of New-Bedford, Mass.

The *Savannah*, of 300 tons, commenced the rivalry of steam navigation between the United States and Great Britain upon the Atlantic Ocean.

Of the British steamers, which have succeeded the earlier and smaller enterprises of English companies, between the United States and Great Britain, by far the most successful and extensive line is *The British and North American Royal Mail Steamships*, between New-York and Liverpool and Boston. This company was established in 1838, by Mr. Cunard, in connection with Messrs. Burry and Melvor, under whose successful management it has grown to its present magnitude. The *Britannia* was the first ship of this line which crossed the Atlantic. She made the passage in the July of 1838. These steamers, very appropriately, are named after the four continents, and some of the most important countries of the world; as those of the American line are, with equal propriety, called after great oceans. They

number, at this time, nine ships, of the following denomination:—

Arabia, 2,500; Asia, 2,200; Europa, 1,800; America, 1,800; Persia, 3,100; Africa, 2,200; Niagara, 1,800; Canada, 1,800; Cambria, 1,500. Aggregate tonnage of the Cunard line of steamers, 19,000.

Of these, the Cambria and Europa were built by Wood, of Greenock; their engines constructed by Napier of Glasgow. The America, Niagara, and Canada, were built by Steel, of Greenock; their engines constructed by Napier. The Asia, Africa, Arabia, are 2,200 and 2,500 respectively. These, the largest ships of this line, were also built by Steel; their machinery constructed by Napier. The Persia will be ready next summer. She is of iron, and, it is said, will be the largest steamer in the world. In addition to these, there are several other iron screw steamers announced as being in the process of construction for this company, viz.: the Alps, the Taurus, the Teneriffe, the Balbec, the Melita, the Etna and the Jura, varying from 1,000 to 2,000 tons. These will follow each other in rapid succession, so as to keep up the regular communication between Great Britain, New-York, and the Pacific.

This auxiliary fleet of steamers is intended to establish a regular weekly communication between New-York and Liverpool, instead of fortnightly, as at present. The Andes was built by Messrs. Wm. Denny and Brothers, of Dumbarton, and her engines supplied by Messrs. Fullock and Denny, of the same place.

The ships of this company, between Boston and Liverpool, stop at Halifax. Their proposed time of departure from Liverpool is on the Saturday of every week; and from the United States, the Wednesday of every week; from Liverpool for New-York, Saturday the 3rd of January; and for Boston, the alternate Saturday throughout the year; completing their transatlantic annual voyage, Saturday the 25th of December, 1852. For the same year, from Boston to Liverpool, the first departure was made Wednesday, the 7th of January, and the last from New-York, Wednesday the 29th of December—making fifty-two trips annually each way; and averaging two a fortnight, alternately, between Liverpool and the United States ports. From the date of its establishment to October,

1852, the aggregate number of trips made by this line across the Atlantic was three hundred and sixty-eight; or seven hundred and twenty in all, each way.

*The New-York and Liverpool United States Mail Steamers.*—The ships of this line comprise the following:—Atlantic, 3,000; Pacific, 3,000; Baltic, 3,000; Arctic, 3,000. Aggregate tonnage of the Collins steamers (amounting to four of the largest class in number), all on the line, 12,000.

These ships were built by contract, for government service, by William H. Brown and Jacob Bell. They are of corresponding dimensions, being 288 feet on deck, 46 feet in breadth of beam, 32½ feet depth of hold. The engines of the Atlantic and Arctic are from the "Novelty Works" of Messrs. Stillman and Allen, New York. Those of the Pacific and Baltic, from the "Allaire Works," Messrs. Secor and Braisted. They are all of the same description, being two side levers; those of the Baltic and Pacific, 96 inches cylinder, 10 feet stroke, 96-9; and those of the Arctic and Atlantic 95-10, 95-9.

This line of United States Mail Steamers was established in 1850 by Edwd. K. Collins, Esq. The first of its ships that sailed from New-York to Liverpool was the Atlantic, 27th April, 1850. The Arctic, of this line, has made the quickest passage of the Atlantic steamers from New-York to Liverpool—accomplishing it in nine days and seventeen hours. At the session of the last Congress, an appropriation of 33,000 dollars a voyage was made for this line of ocean steamships, as an additional compensation for carrying the United States mail.

The predecessor of the Hon. Jno. P. Kennedy, in the Navy Department, on the 23d of March, 1852, submitted information to Congress relative to the steamships employed by the Government in transmitting the United States mails. It is contained in the executive document, No. 91; and embraces a general synopsis of the mail contracts and the terms upon which the respective companies are employed; also the time and money it would cost to convert these mail steamers into a war marine.

The proposed dates of sailing of these steamers is, from New-York, the alternate Saturday of each month; and from Liverpool the alternate Wednesday; reversing the days from each port of the

sailing of the Cunard steamers. The branch of the latter line which connects with Boston and touches at Halifax, does not legitimately come under the head of the "Steam Marine of the Port of New-York;" but as they are so closely connected and identified with the same great enterprise, it was deemed appropriate to introduce them in this connection.

Without a classification which would seem to give them an order of apparent superiority, we will proceed to a consideration of the other Atlantic steamers:

*The Ocean Steam Navigation Company* comprises the United States Mail Steamship line between New-York, Southampton and Bremen, and consists of—

The Washington, 1,700; the Hermann, 1,700. Aggregate tonnage of the "Ocean Steam Navigation Company," of two ships of the first class, 3,400.

This company was established in 1847. These ships were built by Jacob A. Westervelt. The Washington was launched the 30th of January, 1847. Her dimensions are 224 feet on deck, 39 breadth of beam, 29 depth of hold. The Hermann was launched on the 30th of September, 1847, and is of the same dimensions, excepting the deck, which is five feet longer than that of the Washington. Their engines were constructed by Stillman, Allen & Co., and are two side levers of seventy-two inches cylinder and ten feet stroke.

The time of sailing of the ships of this line between each port is the Saturday of every month from New-York, and the Friday and the Wednesday of the same, from Bremen and Southampton. The ships of the Ocean Steam Navigation Company possess all the requisites, in construction, of the first class of ocean steamers. The owners of the line are the Messrs. Moller, Sands & Riera, New-York.

*The New-York and Havre Steam Navigation Company* consists of the United States mail steamers,—

The Franklin, 2,200; Humboldt, 2,200. Aggregate tonnage of the "New-York and Havre Steamship Company," of two ships of the first class, 4,400.

The steamers of this line run between New-York and Havre—stopping at Southampton both going and returning. They were built by Jacob A. Westervelt, New-York. The Franklin was launched the 31st of August, 1848, and

is 263 feet on the deck, 52 in beam, 26 depth of hold. The Humboldt is 282 feet, 40, 27, and was launched the 5th of October, 1850. The engines of these steamers are from the Novelty Works, and are two side levers; the former of 93 inches of cylinder and 8 feet stroke, the latter 95 inches, 9 feet.

Their time of sailing is the Saturday of each month from New-York, and the Wednesday of the same from Havre; the corresponding days of the sailing of the Bremen line between New-York and Southampton, but not the same date. This company was established in 1848. Mortimer Livingston, Esq., New-York, is the agent.

*The Glasgow and New-York Steamship Company* is running its new steamship Glasgow, of 19½ tons and four hundred horse power. This company, establishing steam communication between New-York and Glasgow, is of recent origin. The Glasgow was built by Fox & McGregor, of Glasgow, and her engines constructed by the same. J. McSymon, Esq., is the agent of this company, New-York.

By this list, it will be perceived that the ocean steam navigation between New-York and the transatlantic ports comprises a steam marine of eighteen ships of the first class, ranging from 3,000 to 1,800 tons. This is under the management of five distinct companies, and forms a regular communication between New-York and five of the transatlantic ports, embracing the following aggregate number of ships of the different companies to the respective ports:

From New-York to Liverpool, embracing the Cunard and Collins lines, of nine and four steamers respectively, 13; from New-York to Southampton (including the steamers of the Havre line with the Bremen which stop at Southampton), 4; from New-York to Glasgow, 1. Actual number engaged, 18.

From this compendium it will be seen that the aggregate of tonnage embraced in the eighteen steamships engaged in the transatlantic steam marine of this port, ranging from 3,000 to 1,800 tons, and employed in the Atlantic trade of five distinct companies, is 40,762, as follows:—nine steamers Cunard line, 19,000; four steamers Collins line, 12,000; two steamers Ocean Steam Navigation Company, 3,400; two steamers New-York and Havre Company, 4,400;

one steamer Glasgow and New-York Steamship Company, 1,962. Total steamers, 18. Total tons, 40,762.

The second division of our paper will comprise "*The Steam Communication between the Port of New-York and the Southern Ports of the United States and the West India Islands.*"

Observing the rule adopted in the preceding division of the paper, we will proceed to the consideration of the second and third parts of our subject without reference in their classification to the comparative superiority of one company over another.

Since the establishment of steam communication between the southern ports of the United States and New-York, the increase of that branch of our marine has been very rapid. It comprises the following companies:—

*The New-York and Charleston United States Mail Steamship Line* consists of the following steamers:—The Marion, 1,200; the Union, 1,500; the Southerner, 1,000. Adger, 1,500. Aggregate tonnage, 6,200.

This company was established in 1846, the Southerner making the first trip between New-York and Charleston. The Southerner and Marion were built by Messrs. Wm. H. Brown & J. Bell; the Adger and Union by Wm. H. Webb. The largest ships of this line, the Union and Adger, are of equal dimensions, being 215 feet in length, 34½ ft. beam, 21½ ft. hold. The Southerner, the smallest, is 190 feet in length, 30½ beam, 14 depth of hold. The engines of the two former are side levers of 60 inches cylinder, 10 ft. stroke, and 75 inches, 8 feet, and are from the Allaire Works. Those of the Southerner and Marion are of the same description, with 67 and 70 inches diameter of cylinder and 8 feet stroke of piston. They were constructed at the Novelty Works.

Messrs. Spofford & Tileston, New-York, are the agents for this line of steamships. They form a regular semi-monthly communication between New-York, Charleston, Savannah and Florida. Their days of sailing are the Wednesday and Saturday of every week.

*The Steamers William Penn and Benjamin Franklin* form a semi-monthly direct line between New-York and New Orleans. These steamers were built in Philadelphia, and launched in August, 1851. Their register is 1,000 tons each.

The Franklin and Penn are propellers, with double engines of 350 horse power. They were built for the Philadelphia and Boston trade, but in May last were placed on the line between New-York and New-Orleans. The hulls of both steamers were built by Jno. Bireley & Son, of Philadelphia. The engines of the Benj. Franklin were constructed by J. P. Norris & Co., Philadelphia; those of the Wm. Penn by Reaney, Nafie & Co. Philadelphia. The agents in New-York are Messrs. E. Lincoln & Co. The aggregate tonnage of the two propellers of this company is 2,000.

*The Steam Propellers City of Norfolk and City of Richmond* form a line of communication between Charleston, Norfolk, Petersburg, Richmond and New-York. This line was established in September, 1851. The Richmond was built by R. Loper, and the Norfolk by Bell & Brother, Baltimore. Their tonnage is 444 and 518 tons respectively. Their engines were constructed by Murray & Hazlehurst, Baltimore. That of the City of Richmond is 26 inch stroke and 26 bore. The Norfolk 30 inch stroke and 30 bore. Messrs. Mailer & Lord, New-York, are the agents of this line.

*The New-York and Alabama Steamship Company.*—The side-wheel steamship Black Warrior, of this line, sails between New-York, New-Orleans, Mobile and Havana. She was built by William Collyer, and launched the 1st of July, 1852. She is 246 feet in length, 37 beam, 18 deep. Her engine was constructed at the Allaire Works, and is one beam, 65 inch cylinder, 11 feet stroke. Her register is 1,900 tons. The agents of this company are Messrs. Livingston, Crocheron & Co., New-York. The tonnage of the New-York and Alabama Company, aggregate, 1,900 tons.

*The New-York and Savannah Steamship Company.*—The steamers Florida and Alabama, of this line, form a weekly communication between New-York and Savannah. They were built in 1850 and '51, respectively, by Wm. H. Webb, and are of equal dimensions and tonnage, viz.: 215 feet on deck, 35 in breadth of beam, and 12½ depth of hold, and 1300 tons register. The Augusta, a new ship of this line, of 1350 tons, has just been completed by the same builder, and is now getting her machinery constructed at the Novelty Works.



She is 220 feet on deck, 35 feet beam, 21½ feet hold. The engines of the Florida and Alabama are of the same description, and are of equal diameter of cylinder and stroke of piston, viz.: one side lever, 75 inches cyl., 8 feet stroke. The Augusta's engine is one oscillating 85 inch cylinder, 8 feet stroke. These engines were all constructed at the Novelty Works of Messrs. Stillman and Allen. The agent of this company is Saml. A. Mitchell, Esq., New-York. The aggregate tonnage of these three steamers is 3,950.

The steamer Roanoke forms a weekly communication between New-York, Petersburg, Norfolk, and Richmond, Va. She was launched the 25th of June, 1851, and built by Jacob A. Westervelt & Son, New-York. She is 1050 tons register, 220 feet length on deck, 32 feet beam, 16 feet depth of hold. Her engines are two beam, 42 inches cylinder, 10 feet stroke, and were constructed at the Morgan Works.

The Jamestown, her hull now in the process of building at the same yard, and her engines in process of construction at the same works, will add another to this line, under the designation of the *New-York and Virginia Steamship Company*. The agents of the Company are Messrs. Ludlam and Pleasants, New-York. The aggregate tonnage of these two steamers is 2,100.

Of the American steamers sailing between New-York and the West Indies, one of the most important communications between the former port and Havana is established by the "*United States Mail Steamship Company*." The Crescent City, of this line, carries the United States mail; and by virtue of the law of Congress contracting for carrying the mails, the steamers of the United States Mail Company are commanded by officers of the United States navy. Of the steamers of this line plying between this port and New Orleans, embracing the alternate voyages of the Empire City, the Crescent City and the Cherokee, the aggregate tonnage is 4,800.

In this connection we should not omit to state, that the steamer Black Warrior, of the *New-York and Alabama Co.* is also a mail steamer, touching at Havana, and commanded by an officer of the navy.

From the foregoing estimate, we find

that the number of steamers engaged in the southern trade is seventeen; and these plying between New-York and eight different ports, viz.: Charleston, Mobile, New-Orleans, Savannah, Florida, Richmond, Petersburg, Norfolk. Their aggregate tonnage, employed in the steam marine of seven different companies, and varying from ships of 2,000 to propellers of 444 and 518 tons, is 21,912—as follows:

4 steamers—Marion, Union, Southerner, and Adger, of 12, 15, 10 and 1,500 tons, respectively, New-York and Charleston Steamship Company, 6,200; 2 propellers—Benj. Franklin and Wm Penn. (1000 each,) between New-York and New Orleans, 2,000; 2 propellers—City of Norfolk and Richmond, between Charleston, Norfolk, Petersburg and Richmond, of 444 and 518 tons respectively, 962; 1—New-York and Alabama Steamship Company, Black Warrior, between New-York and New-Orleans, Mobile and Havana, 1,900; 3—New-York and Savannah Steamship Company, Florida, Alabama, and Augusta, of 1,300 and 1,350 tons, respectively, 3,950; 2—New-York and Virginia Steamship Company, the Roanoke and Jamestown, 1,050 respectively, 2,100; 3—United States Mail Steamship Company, the Cherokee, Empire and Crescent City, 1,300, 2,000 and 1,500, respectively, 4,800. Total number of ships employed, 17. Aggregate of tonnage employed, 21,912. A more thorough notice of the steamers of the United States Mail Steamship Company will be given in the division of this paper allotted to a consideration of the California steamship companies.

The Royal Mail Steamship Petrel is a new steamer of 800 tons, sailing between New-York, Bermuda and St. Thomas. The Petrel is announced as having been built expressly for a tropical climate.

The Steamship United States, of the "*New-York and San Francisco Steamship Company*," in her trips from New-York to Aspinwall, touches at Kingston, Jamaica; as well as steamers of the other companies plying between these ports.

In order to observe the uniformity of plan with which we set out in the beginning of this paper, we have embraced the preceding statement of the steam marine between New-York and

the West Indies in the second division. A branch of this, as will be perceived, communicates with the southern ports of the United States as well as with the Isthmus of Panama. We now proceed to the consideration of that most extensive and interesting branch of our subject, the steam communication between the port of New-York and the Pacific.

When the Portuguese, at the close of the 15th century, succeeded in doubling the Cape of Good Hope, under the intrepid navigator, Vasco di Gama, and by opening this new communication with the East, was enabled to create a European power in India—the first dominion, until that event, which had been established by any people of Europe in Asia for 100 years before the Christian era—there was not created a greater epoch in the commercial history of the world, nor foreshadowed a mightier empire to be created in a new hemisphere by a new race, than was marked by the event, as the precursor in magnitude of consequences, of the first American steamship which doubled Cape Horn, after the discovery of gold in California.

In the contemplation of the commercial growth of nations, as well as in their political progress, comparisons are forced upon us; and the importance of these is in the truths which we are enabled to derive from the history of both. If, therefore, we indulge in a few observations on this branch of our subject which, at the first view, would appear to be foreign to it, we premise that the recognition of the principle we have remarked will be a sufficient justification for our course.

Following our principle of analogy in the commercial progress of nations, from the earliest history of the world, we are enabled to trace the instrumentality of that gigantic marine which, in its leviathan strides from age to age, has explored hitherto unknown continents, and united hitherto unknown people; and which has borne the banner of civilization into remote and savage countries. The progress in science, or the enterprise in commerce, which has enabled one nation to establish its power on one continent, has been achieved by conquest by another. As the Portuguese were the first Europeans of modern times to open a direct communication by the Cape of Good Hope with the East, the Phœnicians and Egyptians, the

oldest navigators of antiquity, were the first people of the West to open a communication by sea with the Indies. What was accomplished by the incipient geographical advancement of the ancients with their limited knowledge of navigation, and what effected by the moderns, in their improvement in both, at the close of the 15th century, have been equally promoted by the application of a new power in the beginning of the nineteenth. The Americans, the youngest navigators of a new world, were the first to open a communication by steam with the Atlantic, and extend its triumphs to the North Pacific Ocean; and thus connect, in a more direct line of intercourse, the golden regions of the western world with the exhaustless treasures of the East. And as we contemplate the results of this gigantic growth of civilization and commerce in a semi-barbarous country on the Pacific coast of America, planted by the people of the New World, we are led to trace the progress of European civilization and power in the eastern hemisphere of the old. In this comparison, however, which is irresistibly forced upon us, in the consideration of this theme, we are led to indulge the belief, promoted by our national strength and excited by our national hopes, that the parallel may stop at that point which marks in blood the alternate conquest of one European nation over another in India, and commemorates it by the slaughter of her inhabitants. With the successful establishment of one European power in the East, came the rapid dispossession of dominion by another. The Portuguese had hardly completed their conquest in India before the intrepid and adventurous Hollanders drove them out. The commencement of the seventeenth century witnessed the conflicts of those two rival maritime powers, and attracted the attention of Europe. This was the signal for the establishment of that remarkable company of "United Merchants of England, trading to the East Indies," which, from its first charter, with a capital of £400,000, granted by Elizabeth, in December 31, 1600, has grown that herculean power of the most opulent corporation that ever existed; exerting at one time a controlling influence in a powerful government.

We do not compare California with India, nor the United States Mail Steam-

ship Company, or any other, with the United Company of Merchants of England, trading to the East Indies, though there are points suggested in the consideration of both to force a comparison. California is a golden land in itself; and the doubling of Cape Horn by the first steamship after the discovery of gold, we have said, established a parallel to the doubling of the Cape of Good Hope, in 1497. While the one opened a new communication to India, and established a European dominion upon the islands of the Indian seas, and paved the way for the conquest of the peninsula, the other marked the creation of an Anglo-Saxon power on the Pacific Ocean, and connected, in a more rapid means of communication, the Western and Eastern Continents.

With these preliminary remarks, we now proceed to the third division of our paper.

The *Pacific Mail Steamship Company*, which, in connection with the *United States Mail Steamship Company*, on the Atlantic side, carries the United States mails to California and Oregon, was established in October, 1848, to carry out the contract awarded to Arnold Harris, as the lowest bidder for the mail service. It numbers at this time fourteen steamers of the following denomination:—The *Golden Gate*, 2,500 tons; *Tennessee*, 1,300; *Northerner*, 1,200; *Republic*, 1,200; *Oregon*, 1,099; *Panama*, 1,087; *California*, 1,050; *Columbia*, 800; *Carolina*, 600; *Columbus*, 600; *Isthmus*, 600; *Unicorn*, 600; *Fremont*, 600; *John L. Stephens*, 2,500. Total of tonnage of the *Pacific Mail Steamship Company*, 15,536.

Of these the *California*, *Panama* and *Oregon* were the first built, and sailed from New-York to California, via Capé Horn, respectively, on 6th October and 1st and 8th December, 1848. The two first named were built by Wm. H. Webb, York, and are of equal dimensions, being 200 feet on deck, 33½ feet beam, and 20 feet hold. The *Oregon* was built by Messrs. Smith & Dimon. The engines of the *California* and *Oregon* are single side levers of the same diameter of cylinder and of equal stroke, being 70 inch cylinder, 8 feet, 7 inches stroke. They were constructed at the Novelty Works of Messrs. Stillman & Allen. The engine of the *Panama* is of the same description and power, and was

constructed at the Allaire Works of Messrs. Allaire & Secor, New-York. The *Carolina* sailed for the Isthmus of Panama, Feb. 1850; the *Columbia*, Oct. 14, 1850; *Tennessee*, Dec. 5, 1849; *Golden Gate*, Aug. 5, 1851. We have been thus particular in giving the details of these ships, they being among the first placed upon the line. Their dimensions vary from 269 feet on deck, 40 feet breadth of beam, and 30½ feet depth of hold, which are the dimensions of the *Golden Gate*, to 159 length, 29 beam, 12½ hold, which are the dimensions of the *Columbus*. Besides those we have named as the builders of the first ships of this company, others have been purchased and built respectively by different builders. The engines worked in these steamers are principally one side levers of 75 inches cylinder, 8 feet stroke, in those from 1,300 to 1,000 tons; and in those of a smaller class, of the description of the *Columbia*, of 800 tons, they are 57 inch cylinder, five feet stroke. The engines of the *Golden Gate* and the *John L. Stephens*, the largest steamers in this line, are oscillating, of 85 inch cylinder, 9 feet stroke. They are constructed principally at the Novelty Works and at the Allaire.

The originators of the "*Pacific Mail Steamship Company*," are the Messrs. Howlands & Aspinwall. Aspinwall, on the Isthmus, has been appropriately called after Wm. H. Aspinwall, one of those eminent merchants. These steamers are inspected and approved of by the Navy Department, and carry the United States mails on the Pacific side. They leave Panama on the arrival of the Atlantic steamers, and San Francisco on the 1st and 15th days of each month, and touch at Acapulco. They connect with the ports of Oregon. Charles A. Whitney, Esq., is the agent of the company.

In addition to this largely increased service, this company has also announced, that, on the 20th March, they will commence a *weekly line to California*, running every week direct between New-York and Aspinwall; and, in connection with the *Pacific Mail Steamship Company*, once each week between Panama and San Francisco.

The *United States Mail Steamship Company* contracted with the American government, under an act of Congress, to construct five steamships of

1,500 tons, suitable for war purposes, and to carry the mails twice each month between New-York and Aspinwall, via Havana, and between New-York and New-Orleans, via Havana, twice each month. This company has not only built the five ships under the contract, with a tonnage of 12,800, and own five other steamers of an aggregate of 8,300 tons, exceeding by 12,000 tons the contract requirement; but it now conveys the mails twice each month between New-York and Aspinwall direct; twice each month between New-Orleans and Aspinwall direct; twice each month between New-York and Aspinwall, via Havana, and twice each month between New-York and New-Orleans, via Havana; thus performing more than double mail service, and employing double the number of steamships required by the contract. The number of ships owned by and now in the service of the company, is nine, with one recently launched, and soon to be placed in the line. They are of the following denominations:

Georgia, 3,000; Ohio, 3,000; Illinois, 2,500; Empire City, 2,000; Crescent City, 1,500; Cherokee, 1,300; Philadelphia, 1,200; El Dorado, 1,300; Falcon, 1,000; George Law, 2,800. Total of tonnage of the steamers of the United States Mail Steamship Company (Law's line), 19,600.

Of the ships of this company, the Ohio, of 3,000 tons, was launched Aug. 12, 1848. The size varies from 248 feet on deck, 49 in breadth of beam, 33 in depth of hold, which are the dimensions of the Georgia, the largest ship of this line, and of 3,000 tons burden, to 204 feet length, 30 beam and 21 depth, which are the dimensions of the Falcon, the smallest, of 1,000 tons.

The Cherokee was built in 1848, by Wm. H. Webb. Her dimensions are, 215 feet on deck, 35 feet beam, 21½ hold. Her engine is a one side lever, 75 inch cylinder, 8 feet stroke, and was constructed by Stillman & Allen.

The Empire City and Crescent City were built by Wm. H. Brown. The dimensions of the former are, 245 feet on deck, 39 beam, 24 hold; the latter 235, 35, 23½. The El Dorado is of similar dimensions of the Cherokee, and was built by Thomas Collyer. The George Law, the magnificent new ship of this line just launched, was built by Wm. H. Webb. She is 280 feet on deck, 40

beam, 32 hold. Her engines are two inclined, 65 inch cylinder, 10 feet stroke, and are constructing at the Morgan Iron Works. The engines of the Georgia and Ohio were also constructed at these Works, and are, respectively, two side lever, 90 inches cylinder, 8 feet stroke. Those of the Crescent and Empire City are of the same description, from the same Works, and are of an equal diameter of cylinder and stroke of piston, viz., 80 inches, 9 feet.

The steamers of this line are dispatched with the California and Oregon mails from New-York, on the 5th and 20th of each month, for Aspinwall; and from New-Orleans on the 7th and 27th. These steamers establish, with the Pacific Mail Company, a connecting line between New-York and Ports in Mexico, California and Oregon.

Since the operation of the Panama Railroad, the transit of the Isthmus is performed in from 18 to 24 hours. This work bears such an intimate relation with the subject of our paper, that we cannot conclude this branch of it without alluding to its importance. In steam it is emphatically an isthmus in enterprise, connecting the two great Atlantic and Pacific oceans with the steam communications between them. It is now in rapid process of completion to Panama. The contractor of the work is C. M. Story, Esq., of New-York. The president is William C. Young, Esq., vice John L. Stephens, Esq., deceased.

As analogous to this subject, and as instructive in this connection, we here insert the views of an officer of the United States navy, written in 1839, upon the subject of connecting the two great oceans by means of a ship canal across the Isthmus of Panama. While so many projects are submitted at this time with a view to this oceanic communication by water, and as it has actually been commenced, and will soon be consummated by a rail-road, the impression of a writer, given in an account of "*A Passage across the Isthmus*," written only fourteen years ago, (in which he graphically narrates the many perils of that dangerous enterprise,) will furnish a striking parallel to the ease with which it is made at this day; at the same time that it will show that one view of the writer's visions has, at least, become realized:

"Our journey from the Pacific to the Atlantic was thus completed in the



space of a little more than two days. The very irregular and devious course of the river Chagres made the distance we passed over upon it amount to fully as much as fifty miles; although the direct distance from Cruces to Chagres is not more than twenty miles. The practicability of cutting through this part of the Isthmus, and thus uniting the waters of the two oceans, has been much discussed; it would certainly be a stupendous undertaking, but the immense advantages to be derived from it are well worthy of the great labor, time and expense, which it would cost. It has been stated by some that the waters of the Pacific are considerably higher than those of the Atlantic; if such is the case, it would of course be a serious objection, as fears would be entertained of raising the Atlantic in such a manner as to cause a complete overflow of the West India Islands. The great difference of the tides of the two oceans in this latitude, is certainly very extraordinary. That of the Pacific has a rise and fall of as much as thirty or forty feet, while the Atlantic has not more than three or four. The height of the ridge of mountains we crossed is not so great as is generally believed; the chief difficulty in cutting through would be the nature of the soil being so rocky. As it is, I have strong hopes of seeing the work undertaken one of these days, and trust and believe that complete success would attend it, if properly conducted; and I have little faith in regard to the consequences that are apprehended by some to ensue from the different heights of the ocean."—*Republican Review*, published in Washington, February, 1839.

*Vanderbilt's Line for San Francisco, via Nicaragua.*—This line, forming a communication between New-York and San Juan del Norte, on the Atlantic, and between San Juan del Sur and San Francisco on the Pacific, is composed of the following steamships, viz: The Northern Light, 2,500 tons; Prometheus, 1,500; Pacific, 1,200; S. S. Lewis, 2,000; Morning Star, 2,500; Independence, 900; Pioneer. (lost.) 2,500; Brother Jonathan, 2,100; Star of the West, 1,600; Daniel Webster, 1,200; total amount of Vanderbilt's line, 18,000 tons.

Of these the two first sail from New-York, for San Juan del Norte, on the 5th and 20th of each month; and the five latter between San Juan del Sur and San

Francisco. The Star of the West has recently been placed on the line, as also the Daniel Webster. From San Juan del Norte to San Juan del Sur, this line establishes a conveyance over the transit route of the Nicaragua Company. The route of this company passes through the republic of Nicaragua, from San Juan del Norte, by steamboats, 135 miles up the San Juan River, and across Lake Nicaragua, from which the river flows to Virgin Bay; and thence by horses and mules to San Juan del Sur, 12 miles in distance.

The Prometheus, the first steamer of this line, was built by James Simonson, N. Y., August 3d, 1850. The Northern Light, by the same builder, was launched October 25th, 1851. Star of the West, the last steamer placed upon the line, built by the same, was launched June, 1852. The Morning Star, now on the stocks, for this line, by the same, was commenced 1st February, 1852. The Brother Jonathan was built by Perrine, Patterson & Stack, Williamsburgh, N. Y. The dimensions of these steamers vary, from 252 length, 32 beam, 32 hold, which are the dimensions of the Northern Light, to 212, 35, 19 feet, which are the dimensions of the Daniel Webster, of 1200 tons. The engines of the Northern Light are two-beam, 60 inch cylinder, and 10 feet stroke, and were constructed at the Allaire Works; those of the Prometheus are of the same description, two-beam, 42 inches cylinder, 10 feet stroke, and are from the Morgan Works. The Brother Jonathan, from the same works, is one-beam of 72 feet cylinder, 11 feet stroke. The engines of the other ships of this line are of power corresponding with their tonnage. The Daniel Webster and Star of the West, ships recently built, we may remark, have beam engines, and are from the Allaire Works.

*The New-York and California Steamship Line*, (since March, 1853, organized into a corporate company, under the name and style of the New-York and California Steamship Company,) with a capital of \$1,500,000, divided into shares of \$1,000. Route, via Aspinwall and Panama, to and from San Francisco. Seven directors—Charles Augustus Davis, Sidney Brooks, Theodore Dehon, Jacob A. Westervelt, John C. Greene, D. B. Fearing, Warren Delano, Jr., all of New-York. At this date, the line is composed of the following

steamships: Winfield Scott, (double engine,) 2,100 tons, built 1851; United States, (single engine,) 1,500, 1852; Cortes, (double engine,) 1,800, July, 1852; Union, (double engine,) 1,500, 1851. Total amount of tonnage of the New-York and California Steamship Company, 6,900.

The steamships of the line vary from 252 length, 35 feet beam, 29 feet hold—the dimensions of the Winfield Scott, to 235 feet length, 34 feet beam, 21 feet hold, which are those of the United States. The Winfield Scott and Cortes were built by Westervelt & Sons; their engines by the Morgan Iron Works. The Winfield Scott has two side lever engines, 66 inches cylinder, 8 feet stroke. The Cortes has two-beam, 42 inch cylinder, 10 feet stroke.

The dates of the departure of this line of steamships, from New-York, is on the 5th of each month, at 3 P. M.; from San Francisco, 1st of each month; from New-Orleans, the 6th of each month. The New-York and New-Orleans steamship intersects the same boat on the Pacific, and at Panama.

Three new steamships have just been contracted for by this corporation, each to be precisely like the others, so that a passenger booking at New-York secures the same accommodation on the Pacific as on the Atlantic. Capt. William Skiddy plans, models and superintends these new boats whilst building. The length of these new boats are 264 feet, breadth of beam 34 feet, depth 24½ feet, tonnage about 2400 each. The contract is made with Messrs. Westervelt & Sons for hull and spars; Messrs. Quintard, Merritt & Co., of the Morgan Iron Works, are to make the engines; their dimensions are, cylinders 50 inch diameter, 10 stroke of piston, and double engines to each boat.

Two other boats are about being contracted for, one of same size as the three, and another of smaller size, about 1,000 tons, to ply between New-Orleans and Aspinwall.

On the completion of these new boats there will be a semi-monthly communication between New-York and New-Orleans with San Francisco, instead of monthly, as now.

The communication from San Francisco with New-York and New-Orleans, will be in same manner.

Messrs. Davis, Brooks & Co., 26 Broad-

way, are the commercial agents of the line.

*The Empire City Line.*—This line is composed of the following steamers: the Sierra Nevada, 1,800 tons; City of Pittsburgh, (burned,) 2,000; San Francisco, 3,000: total tonnage of the steamers of the Empire City Line, 6,800.

The Sierra Nevada connects at Panama with the City of Pittsburgh. She was built by Wm. Collyer, and is 235 feet in length, 34 beam, 17 deep. Launched October 25, 1851. The Empire and Crescent City were originally connected with this line, and sailed between New-York and Chagres. The Empire's first trip to the latter port was the 17th of July, 1849. The Crescent's, the 23d December, 1848,—two of the first ships engaged in the California trade. The City of Pittsburgh was built by Perrine, Patterson & Stack. The engines of the Sierra Nevada were constructed at the Morgan Works, and are two-beam, 42 inches, 10 feet stroke. The San Francisco, now in process of completion, is another ship of this line. Her hull is built by Wm. H. Brown; the dimensions of which are 275 feet in length, 42 beam, and 24 the depth of hold. Her engine, from the Morgan Works, is one-beam, 83 inch cylinder, 12 feet stroke. Messrs. Howard & Son, New-York, are the owners of this line.

From the foregoing estimate of the California and Oregon steamships, in connection with this port, it will be seen that the number of steamers engaged in that marine is 41, including the following of the Law line, which were formerly engaged in the California trade, but which now run between New-York, New-Orleans and Havana, viz: the Empire City, Crescent City, Cherokee, and Falcon, we have an aggregate steam fleet of 41 steamers.

These are under the management of five distinct companies, and embrace an aggregate of tonnage as follows: U. S. Mail Steamship Co., ten steamers, varying from 3,000 to 1,000 tons, 19,600; Pacific Mail Steamship Co., 14 steamers, varying from 2,500 to 600 tons, 15,536; Vanderbilt's line, ten steamers, varying from 2,500 to 1,200 tons, 18,000; New-York and San Francisco Steamship Co., four steamers, varying from 2,100 to 1,500 tons, 7,400; The Empire City Line, three steamers, varying from 3,000 to 2,000 tons, 6,800. Aggregate of tonnage

in the California steam marine and the port of New-York, 67,336.

Added to this aggregate of the California steam fleet and tonnage employed in it, the aggregate number of ships and tonnage of the southern ports and West Indies, between these ports and New-York, we have a sum total of companies, steamers and tonnage, as follows:

	Companies.	Steamers.	Tonnage.
California.....	5.....	41.....	67,336
Southern ports, (including the West Indies) ..	6.....	17.....	30,912
Total.....	11.....	58.....	98,248

To this table add the aggregate number of companies, steamers and tonnage employed in the transatlantic marine, and we have a sum total of the steam

marine of the port of New-York, considered in its connection with the subject of this paper, as follows:

	Companies.	Steamers.	Tonnage.
Aggregate number and amount between New-York, California, the Southern and West India ports.....	11.....	58.....	68,248
Aggregate number and amount between New-York and the transatlantic ports.....	5.....	18.....	40,702
Sum total.....	16.....	76.....	129,010

NOTE.—In the estimate of tonnage, the carpenters' measurement in most instances is given where this could be ascertained with accuracy. In other instances it is made from the general calculation of the companies. The difference between the custom-house and carpenters' measurement is sufficiently understood without deeming it necessary to go into a comparison of registers of tonnage.

## ART. VII.—RESOURCES, ETC., OF PHILADELPHIA.

### No. II.

#### MR. TYSON'S LETTER TO THE LATE MR. PETER.

I OBSERVED in my previous letter, that Pennsylvania and her metropolis advanced more rapidly in population, arts, and wealth, than their older neighbors of New-York and New-England; and that this early momentum was maintained to within a quarter of a century of the present time. The state and city now stand perhaps numerically as *second* to the city and state of New-York; but possessing, as they do, the means of greatness beyond the resources of their competitors, it requires no aid from the genius of prophecy to see, that Pennsylvania and Philadelphia must each stand *prima absque secunda*, respectively pre-eminent, without a rival in this country.

In tracing the career of our city, we have seen that her business relations with Europe were arrested by the abstraction of the capital and attention necessary to its success; that it was decoyed to distant and gigantic enterprises in the interior—to mines and furnaces, to canals and railways. I am now to inquire what effect these developments and improvements have produced, in enhancing the productive wealth of the state, and adding means to the city. You will find, as I proceed,

that the temporary check which was given to the tide of her prosperity, in obstructing its external current, has generously repaired the damage by opening the great fountains of the internal deep; and that within and beyond the borders of Pennsylvania, various elements are uniting their forces, which will bring back with tenfold increase all that has been diverted or withheld, and will indefinitely swell the volume of her domestic and foreign trade. Permit me then to return to the topic with which I closed my epistle, and consider the feasibility of restoring to Philadelphia the foreign commerce of which she has been deprived.

The writers of New-York insist that her situation on the Delaware River, at a distance of nearly one hundred miles from the Atlantic, is liable to many objections. On the other hand, all impartial persons of competent intelligence—experienced navigators, well-informed merchants, and gentlemen conversant with nautical affairs—agree in a different sentiment. They find in Europe the largest towns, and the most extended activity, the characteristics of ports situated on rivers nearly as far removed

from the open sea. London on the Thames, Paris on the Seine, and Liverpool on the Mersey, two of which are the largest cities of Europe, can boast of no great advantage over Philadelphia in proximity to the ocean.

But the Delaware was once traversed by a rich and busy commerce. As the length of the river did not prevent its successful prosecution, so it can interpose no barrier to its return, since modern improvements, such as the facilities of steam and other artificial aids to navigation, overcome the distance in a few hours. In geographical space, she is as remote from the Atlantic as when she engrossed so large a portion of American commerce; but in point of time she has made no inconsiderable approaches, since distance is to be measured not by miles, but by the speed of the motion employed to overcome it. The mildness of the climate and an efficient ice-breaker place her beyond the visitation of a casualty, to which the Siberian winters of Boston render the harbor of that city peculiarly exposed. In brief, the tug and the ice-boat have removed every diversity of ingenious objection, and dissipated or neutralized every form of physical impediment.

These appliances of modern times do not lessen the security of her marine, while they place her on the same platform with the most favored port on the sea. Her ships while in port are effectually secured from ocean blasts, and enter on their voyages with the confidence of safety, and with all assurances of dispatch.

But the kind and watchful guardians of our city in New-York, ever solicitous that she should do herself no injury by rashness, raise their warning voices in a chorus of objections. They prudently hint, but in whispers, that the shoal and narrow channel of the Delaware presents insuperable obstacles to the easy admission into our port of the largest vessels; and that the want of room for wharves prevents us from accommodating a large mercantile marine. Such intimations, whether by wink or innuendo, or by direct and unequivocal assertion, whether made in ignorance of facts, or from motives of wanton disparagement, are wholly unfounded and gratuitous.

The accommodations for shipping at the port of Philadelphia are ample, and certainly more than equal to the present

requisitions of the port of New-York. The noble river itself is nearly a mile in width, from the Pennsylvania to the Jersey shore. A line of wharves, more than three miles long, now stretches along the eastern front of Philadelphia. The chain may be prolonged beyond Richmond on the north, to Greenwich Point, beyond the Navy Yard, on the south, making a distance of six miles, and capable of indefinite extension beyond these limits. On the bosom of this majestic highway, the largest vessel in the naval service may securely ride up to and beyond the city. At the Navy Yard on its bank were built some of the finest specimens of naval architecture of which our country can boast. The United States ship of the line, Pennsylvania, the pride and boast of the American navy, and beyond question one of the largest vessels in the world, found her unobstructed passage to the ocean from her dock at Philadelphia. The channel of the Delaware is abundantly wide and deep for the requisitions of commerce in peace and the exigencies of navigation in time of war. It appears, from the official chart of the coast survey, that the channel is seldom less than a quarter of a mile in breadth, and varies in depth, at the most depressed stage of low water, from four to nine and a half fathoms, except at the bar below Fort Mifflin. At this point, which is but a few rods in extent, the deepness is eighteen feet at low water; but as the tide rises to seven feet eight inches above the plane to which the soundings are reduced, a profundity even there is attained which is equal to any emergency and the wants of the largest craft. In the face of these facts, officially ascertained and recorded, and of the commercial history of the Delaware, one of the newspapers of New-York is in the habit of informing and repeating, with emphasis, to its willing or credulous readers, that the stream of our magnificent Delaware will not admit the passage of merchant ships of the first class and highest tonnage! I shall hereafter give you some account of our mercantile marine, and of the vessels which habitually sail from the port.

It thus appears that Philadelphia has convenient accommodations for a large marine, has a safe harbor, and an expansive outlet to the ocean. Nothing but the absence of will on the part of her



merchants to appropriate these blessings—nothing but a sluggish and censurable indifference to the rarest natural advantages—nothing but the unmanly spirit which would tamely submit itself to a degrading and suicidal dependence on the shipping of New-York—can prevent the return, as their opposites effected the acquisition, of a remote as well as proximate, of a great as well as productive commerce. Shakespeare, with a stroke of his pen, thus indelibly engraves the decree of fate, or the deliberate award of mankind, as the result of inactivity:—

"An active dwarf we do allowance give  
Before a sleeping giant."

But Philadelphia has not only a noble river, but the materials necessary to make it the avenue of a mighty commerce.

In order the more distinctly to show her capacity to regain what she has lost, with additions proportioned to her augmented numbers and larger capital, the eye must be fixed on her history and progress, while glancing at the elements of trade within and around her. The genius of Philadelphia commerce should be endowed with those faculties of past and future which are ascribed to the double-faced Janus of antiquity; one to appropriate the rich and instructive lessons which a century and a half has revealed, that the other may secure that brilliant destiny which the illuminated record unfolds. Let us see how a survey of surrounding circumstances and the register of past experience will justify a favorable prediction in regard to her future career.

Pennsylvania possesses in her site one element of intrinsic superiority over all her sisters. She is the only state in the Union which has a navigable outlet to the Atlantic, a footing on the lakes, and a command of the western waters. Her controlling sceptre is admitted over the long line of the Ohio, by standing at its head, at Pittsburgh. But before I trace the advantages of this position in furnishing so many inlets to the vast reservoir of her external trade, so many tributaries to the expansive sea of her foreign commerce, permit me to take a rapid view of what her own territory supplies.

The resources of the state are surpassingly rich. The anthracite coal trade, which commenced by actual exportation

in 1820, with 365 tons, will amount in the present year to more than 4,500,000. Since the year 1845, the vessels employed in these shipments, at Richmond, have exceeded in number and capacity the whole foreign tonnage of New-York. Your town of Newcastle, in England, is said to enjoy from the coal business alone, a commerce second only to London itself. We may reasonably anticipate, from the increasing exports of that article from year to year, and the value of the return freights, that the suburb of Richmond, now three-quarters of a mile from the northern extremity of Philadelphia, will soon mingle with and form part of the metropolis itself. So long ago as 1837, the insurable interest in the coal trade, passing round Cape May, was estimated by Major Bache, upon competent data, to exceed \$22,000,000 per annum. At that time the anthracite coal trade, concentrated on the Delaware, had not arrived at a third of its present magnitude. Nor do I include in the estimate of four and a half millions of tons for the anthracite trade of the current year, the western and northern shipments of bituminous coals, which, it is believed, will exceed the half of that quantity. If the supply from the mines of Pennsylvania has risen in thirty years from 365 tons to nearly five millions annually, it is easy to calculate the ratio of future increase, and how soon, with the bituminous trade, it will equal that of the British dominions.

The iron manufacture of Pennsylvania, exposed as it is to perverse, and visited as it has been by adverse legislation, greatly transcends in amount of production that of all the other states of the Union. We exceed the product of manufacture in Russia and Sweden united, and go beyond that of all Germany. We produce more iron than France, and equal in magnitude the production of England, as her manufactures stood in the year 1820. It would be difficult to compute the value of this business to Pennsylvania if the manufacturer of iron had not to contend with the low rates of wages paid to the English laborer, while he is obliged to pay those which are prevalent in this country. An excellent mineral, and the means of working it, abound in surpassing quantities; but owing to the large capital required for the maintenance of the business, and the risks attending its pursuit,

the making of iron is languishing, and its results are uncertain and precarious. The works established are not driven to half their capacity, with incredible loss to the state and deep injury to its citizens.

What has made England the richest country in Europe, but the possession of coal and iron, and the protection they received, in the early period of their history, from the ruinous effects of foreign competition? The relation which England bears to the rest of Europe, from the wealth which these minerals amass, will be sustained by Pennsylvania towards her sisters of the confederacy. Your writers go far towards assigning, as the only reason for England becoming the great capitalist of Europe, her possession of coal and iron. Professor Buckland informs us that the facilities imparted by coal to manufacture, enable less than one million of her population to perform the labor, in the production of artificial fabrics, of 400,000,000 of persons. Richard Cobden discovers in her iron and coal "the primary source of her wealth and power," and declares that the want of them alone "prevents other nations of Europe from rivaling her in manufacturing greatness." McCulloch and other writers of authority confirm this view, and express the conviction that if the British coal should become exhausted, her boasted manufactures, now so dependent upon machinery, would soon become extinct. You may hence see, in the countless abundance of these minerals over Pennsylvania, one of the grand sources of her domestic wealth, and in the early and extensive developments of these elements of convenience and manufacture, and in the means of their conveyance to market, her best title to pre-eminence in commerce.

Pennsylvania contains within her borders a larger number of factories for the making of cotton and woolen goods, than any state of the Union; nor has any member of the confederacy a deeper stake in the due encouragement of these two species of domestic industry. The census of 1850 places her highest in number on the list of these establishments, even above the large manufacturing States of Massachusetts and New-York. The former has 213 cotton, and 119 woolen factories, and the latter 86 for cotton, and 149 for wool. In

Pennsylvania there are 788 of these establishments in all, of which 208 are employed in the cotton, and 580 in the woolen manufacture. The pecuniary value of these establishments is not at present ascertainable.

No one needs be told of the agricultural capacities of Pennsylvania, of the fertility of the soil, and the excellence of her farmers. According to the same census, she is the largest wheat-producing state of the Union, her product being now greater than that of agricultural Ohio, and far exceeding in quantity that of her neighbor, the State of New-York. The returns give to Pennsylvania 15,482,191 bushels, or 2,400,000 bushels more than New-York, whose arable domain is confessedly greater. Several of the states are before Pennsylvania in the article of maize, or Indian corn, but she carries the palm in the general productions of agriculture. These fruits of her fields are constantly on the increase, and considering the broad belt of sterile mountains which divide and environ her, and the vast area of the mineral soil, the prevailing fertility of her extended plains and valleys inspires the emotion of wonder as well as the sentiment of gratitude. This is doubtless owing chiefly to the bounty of nature, but something is due to the cultivation and thrift, the industry and intelligence of the rural population. The practical farmer of Pennsylvania cannot find a happier or more plentiful home than that which his own acres supply. They in turn cultivate his virtues, while they bound the circle of his wants and ambition.

"Each wish contracting fits him for the soil."

It may now be well to compute by authentic arithmetic the aggregate amount of her various and multiplied resources. I rely for the accuracy of my figures upon estimates, prepared in the year 1844, from the official returns of the United States census of 1840, and compiled under the eyes of John Downs and Freeman Hunt, the well-known editor of the *Merchants' Magazine*, a work generally received as correct in its statistical details. According to these tables, the total value of real estate in Pennsylvania is \$1,400,000,000, and of personal property \$700,000,000, making a capital of TWENTY-ONE HUNDRED MILLIONS OF DOLLARS! No estimate of the real and

personal property of New-York amounted, at that period, to *one-third* of this aggregate. If we add to it the wealth which has since been accumulated, by constant development and unstinted expenditure, the sum will be so much increased as to depress New-York still lower, in comparison with Pennsylvania.

Such is the present wealth, and such the foundation of the future resources of this state. And, thanks to the prodigality of a former age, these riches are not wholly unproductive, nor "dead weights" upon the present times. Capital is still required adequately to unfold this magazine of nature, though much has already been expended. For the development of the mineral wealth of the state, I ascertain that the expenditure amounts to *five times* the sum appropriated by Congress to all physical improvements whatever in the United States, since the year 1804,—for roads, fortifications, harbors, and rivers!

Let us then see how the public spirit and enlightened activity of her metropolis, under the depressions of an exiled commerce, a transferred and buried capital, has made these multiplied benefits her own. This view will exhibit the capabilities of the city to sustain a large foreign commerce, and present such inducements as may exist, to the collection of the funds necessary to establish at her port a line of regular steamers.

The whole number of railways *within the State of Pennsylvania*, which exceed a mile in length, is 42, embracing together an aggregate extent of 1132 miles. Authentic data are before me, laboriously compiled by Col. Childs, which show that the cost of constructing much the greater portion of these 1132 miles of railway, amounts to the sum of \$48,236,431. If to this sum be added the cost of those which are not officially ascertained, and of those prolonged beyond our limits, but made with Pennsylvania capital, the estimate, upon reasonable presumptions, would greatly increase the line of distance, and swell the whole expenditure to above *sixty millions of dollars*. The length of the canals made within the borders of Pennsylvania is above 1,000 miles, the construction of which may be estimated to have cost nearly *thirty millions of dollars*. The immense sums which have

been employed in making tunnels and adits to coal, and subterranean and superficial structures, for mining, and in the disinterment of iron ore, and works connected with its manufacture, would more than double the expenditure for railways and canals. No city in the Union has been so profuse as Philadelphia in the application of its capital, to develop the material wealth of the state in which she is situated; nor can any other state of the confederacy exhibit such extensive lines of artificial conveyance.

As Pennsylvania is in the van among her sisters in resources and improvements, so will be the destiny of her metropolis in magnitude and trade. *SHE, and not New-York, is the GREAT DISTRIBUTER AND SELLER OF MERCHANDISE to a large portion of the western and southern country.* Not content with various railway connections with many, the chief points of trade in her own state, she will soon hold in her iron embrace the cities of Columbus, Cincinnati, and St. Louis, by way of Pittsburgh, the great western emporium of Pennsylvania. To these granaries, the various avenues of western trade converge. At no distant day she will place her cars, by way of her own great entrepot, at Cleveland, in Ohio, and by direct communication, at the town of Erie, in her own state, on the Lake. These connections will secure a large portion of the trade of that grand highway of waters. At Wheeling, in the State of Virginia, she will participate with Baltimore in the southern trade. These points of junction give to Philadelphia the trade of that immense region west, north, and south, whose luxuriant opulence would build into greatness and sustain the prosperity of many cities. Locally situated between New-York and the fertile districts beyond, their trade is naturally hers, and she now is stretching out her iron arms to receive what nature so bountifully offers.

New-York, having no geographical connection with the West, is limited by her natural boundary to the lake trade, and encounters, in her ambitious endeavors to seize our western commerce, the interposing barrier of the county of Erie, in Pennsylvania. If the existing legislation of the state is to be respected, and future legislatures prove faithful to their duty, *the gate of the West* will never

be opened to such an avenue as the New-York and Erie Rail-road. This thoroughfare is constructed upon the *very narrow* principle of the *wide gauge*, for the exclusive benefit of the city of New-York, and to prevent any beneficial union with the *at.* of Pennsylvania, the width of whose railways requires different engines and cars. Confining her to Dunkirk, until Philadelphia shall have reached the port of Erie, with a railway which she is resolved to construct, the western roads of the gauge common to Ohio, will converge at the same terminus, and their cars, by a better and shorter route, will pass directly to Philadelphia, leaving to New-York only that portion of trade which is specially destined for a northern mart. Such an arrangement secures to Philadelphia the commerce concentrated at Erie, as she has already secured that of the upper lakes at Cleveland. By her connections with Cincinnati and Wheeling, she will appropriate to herself much of that southern custom which is intended to enrich the metropolis of the state of Maryland.

It is by means of the Pennsylvania railway to Pittsburgh, prolonged westwardly to St. Louis, joining Cleveland on one side, and Wheeling and Cincinnati on the other, and stretching through Kentucky to Nashville, and ulterior points, that Philadelphia will enjoy the immense trade of the Upper Lakes, of the Ohio, of the Upper Mississippi, and of their numerous, beautiful, and teeming tributaries. The improvements of New-York cannot offer a competition with Philadelphia, for the trade of that expansive region, of which these cities and towns form the natural drains, or the grand foci. Cleveland is 175 miles, and Cincinnati 249 miles nearer to Philadelphia than New-York; and the remoter points of junction beyond maintain these relative distances. The completion of the railway, now nearly finished, which is to connect these rich and wide domains to Philadelphia, will form a marked era in her history. It will be the epoch not merely of the commencement of an intimate intercourse with the West and its dependencies, but the time when other enterprises are to spring into life.

No untoward accident has ever marred the prospects of the Pennsylvania rail-road, which has been blest in an ex-

cellent engineer,\* by whom it has been capitally located on the shortest line which nature permits, with light gradients, and built in the best manner, and at the least possible expense. This undertaking has been well sustained by popular appreciation, and by the liberality of public and private assistance. It will literally redeem the pledge of its original friends, *that no debt should be incurred in its prosecution*, and that the great work should be carried on and finished by means alone of subscriptions to the capital stock. This policy, which was declared to be fundamental, has been faithfully observed; and the capital of the company, now nearly if not fully subscribed, must prove, so unlike all previous efforts in Pennsylvania, a *paying stock*, greatly beyond the legal interest of money, and of consequence universally in demand.

The successful completion of this enterprise will create a motive or incitement to the construction of a great railway, which shall connect Sunbury with Erie. Such a work will control the destinies of that mighty commerce with which Philadelphia will be enriched by the intermediate country and the northwest, concentrated at the lake, its northern terminus. Those disjointed links, which the continuity of the chain requires, between Harrisburg and Sunbury, will be speedily undertaken, so as to form an unbroken connection with these interesting and fertile regions. No doubt can be entertained that Philadelphia will shake off all apathy and unconcern, and rouse herself to the magnitude of a present and impending danger. The cars of the New-York and Erie railway are now in the vicinity of the town of Erie in Pennsylvania, and menace Philadelphia with the abstraction of her trade in her own state, and at one of the most copious sources of its supply.

That selfish and exclusive policy which suggested the six-feet gauge in opposition to the general gauge of the country, will, in the presence of a rival, produce the natural effect of illiberality, in cutting off a profitable union between that railway and the western roads. It indeed prevents the single evil which this short-sighted policy proposed alone to redress,—the diversion of merchan-

\* John Thompson, Esq.



dise, once in its cars, from their destination into the city of New-York. By forming a barrier, as it does, to the flow of all tributaries to its own stream, the invidious design will be thwarted or countervailed, by turning these currents into the swelling channel of a railway leading to Philadelphia. But the line from Erie to Philadelphia, being 90 miles shorter than that to New-York, must determine the direction of the trade, whenever and as soon as the opportunity of a transit hither shall be presented.

With such means of intercourse, such of trade and travel to and with the West, North and South, no value can be

set, no calculation made of their advantages, which would not be deemed vain or extravagant. The various treasures of the state will seek a market in its own metropolis, and the untold wealth of the fruitful regions beyond, surpassing in extent and fertility half the area of cultivated Europe, will be poured at her feet. With these aids and the facilities presented by her noble river, the commerce of Philadelphia requires but the sustaining hand of an earnest home-bred pride; it solicits but attention to the dictates of imperious duty to be all that her local wants demand, all that honest ambition may covet, all that reasonable hope can justify.

#### ART. VIII.—SLAVERY AND SLAVE STATISTICS OF THE SOUTH, ETC.

STATISTICS OF NEGRO POPULATION NORTH AND SOUTH—FOREIGN MISREPRESENTATION OF THE SOUTH—NASHVILLE AND MEMPHIS, TENNESSEE, ETC.

A DOCUMENT has lately appeared in the *Richmond Enquirer*, which embodies so many instructive statistics in relation to the negro population of that state, which may in some sense be applicable to all of the southern states, that we think its incorporation into the Review a public service. The relative condition of the free blacks north and south presents a commentary upon the pseudo-philanthropic negro-Tom book-making spirit of the day, which is worth fifty elaborate arguments in defence of the slaveholder. Upon the question of colonizing, we have never been able to come to as sanguine conclusions as some of our friends, or to perceive how, as a system, it could become of more than very limited application.

RICHMOND, VA., March 25, 1853.

DEAR SIR:—In reply to your inquiry in relation to the crimes of free negroes and mulattoes, I will, with great pleasure, give you the most reliable information to be gleaned from the public documents at hand. But, it is to be regretted, that most of the prison reports, (otherwise full and interesting,) are quite defective in the main facts most intimately connected with the subject of inquiry. Enough, however, may be collected from the criminal records, of both slave and free states, to establish the

low grade of morals so generally attributed to this class of persons.

That you may have the facts, in the most convenient form for comparison, the white and free colored population, and the white and free colored convicts, will be given, respectively, of several slave and free states, with some explanatory remarks, beginning with the statistics of our own state. The white population of Virginia, in 1840, was 740,968; in 1850, was 895,304; average for ten years, 818,136.

In the ten fiscal years commencing the 1st of October, 1840, and ending the 30th of September, 1850, there were received in the Penitentiary 352 white convicts. If we average them at 36 per annum, we shall have a ratio of one convict for every 23,003 white persons in the state.

The free colored population of Virginia, in 1840, was 49,834; in 1850, 53,829; annual average, 51,826.

In these ten years, (beginning the 1st of October, 1840, and ending 30th Sept. 1850,) 159 free colored convicts were received in the Penitentiary. If we make the average 16, we shall find the ratio is one convict for 3,201 free persons of color, exhibiting the proportion of crime among them as 7.18 to 1 among the white people of the state.

In Massachusetts, where the free man of color is admitted to the bar and raised to the pulpit, the statistics of crime are less favorable to his class than in any slave state.

The white population of Massachusetts in 1840, was 729,030; in 1850, 985,704; annual average, 857,367.

In the 10 years from the 1st of October, 1840, to the 30th of September, 1850, the white convicts received in the Penitentiary of that state, numbered 1,129, being an average, say of 113, and giving a ratio of *one* to 7,587 of the white population.

The free colored population of Massachusetts in 1840 was 8,669; in 1850, 8,795; annual average, 8,732.

Within the ten fiscal years last mentioned, 120 colored convicts were received in the said Penitentiary; an average of 12 a year, or *one* for every 727 free persons of color in the state. These facts exhibit the crimes of the free colored people of that state, as bearing the proportion of 9.58 to 1 among the whites. In this term of ten years, the imprisonment of free colored persons in Massachusetts was in the proportion of 2.27 to 1 in Virginia; and among the white persons 3.29 to 1 in Virginia.

It is due to the subject, after giving the above comparison between Virginia and Massachusetts, to say that crime has greatly increased in this state, since the late revival of our laws. In the two years commencing the 1st of October, 1850, and ending the 30th Sept., 1852, we received 133 white convicts, being an annual average of 66. According to the white population of 1850, this number gives a ratio of *one* convict for 13,563 white persons. In the same time, 48 free persons of color were received, average of 24 or *one* for every 2,159, being in the proportion of 6.33 to 1. It will also be seen that crime among the whites has increased, above the average of the preceding ten years, 83 per cent.; and among the free negroes, 50.

On the 1st of February, 1853, the convicts in the Penitentiary consisted of white males, 154; white females, none. Colored males 80; females, 6. Total, free persons, 240.

There is, therefore, *one* white convict imprisoned for every 5,813 white persons, and *one* free colored convict for every 625 free negroes in the state.

It is also proper to state that in the year ending the 30th September, 1851, no less than 151 white and 18 colored convicts were received in the Penitentiary of Massachusetts; being in the ratio of *one* for every 6,527 of the white, and *one* to every 488 of the colored population of that state, being in the proportion of 13.37 to 1. There remained in prison on the last mentioned day, 422 white and 50 colored convicts, showing that *one* white convict remains in prison for every 2,335 white persons; and *one* colored convict for every 175 colored persons in said state. These statements exhibit a most remarkable disparity between the imprisonments in Massachusetts and Virginia.

Maryland, a slave state, lying by the side of Pennsylvania, and containing the largest free negro population among the states, exhibits a fair specimen of the condition to which every slave state must in time be reduced, unless proper measures be adopted for the removal of the free colored population.

The white population of Maryland in 1850, was 418,590. The free colored population, 74,077.

In the year ending the 30th of November, 1852, the Penitentiary of that state received 44 white and 51 free colored convicts; a ratio of *one* white convict, to 9,285 white persons, and 1 free colored convict to 1,452 free colored persons in the state, being in the proportion of 6.39 to 1. On the last mentioned day, there remained in the Penitentiary 162 white and 148 free colored convicts, being a ratio of *one* to every 2,584 whites, and *one* to 500 of the free colored population.

Pennsylvania compares better with Virginia, perhaps, than any other free state. The white population of Pennsylvania in 1820 was 2,258,463. Free persons of color, 53,323.

In the year ending the 31st of December, 1852, the two Penitentiaries of that state received 198 white and 24 free colored convicts, being *one* for 11,406 of the white population; and *one* to 2,158 of the colored persons, and in the proportion of 5.28 to 1. On the last mentioned day, there remained in the two prisons 289 white, and 71 colored convicts; being in the ratio of *one* for 7,811 of the white, and *one* for 751 of the free colored population.

New-York in 1850 had a white popu-

lation of 3,049,457. Free colored population, 47,937.

She has three State Penitentiaries, in which, in the year ending the 1st of December, 1851, were received 658 convicts, of whom 556 were white, and 62 colored, as nearly as can be ascertained from the reports. This gives a ratio of one white convict for every 5,304 white persons, and one colored convict for every 772 of the colored population; being 6.86 to 1. Remaining in prison one white convict for 1,713 white persons, and one colored convict for every 225 free colored persons in the state, being in the proportion of 7.62 to 1.

In New-Jersey in 1850, the white population was 466,240. Free colored population, 23,093. On the 1st January, 1850, the Penitentiary of New-Jersey contained white convicts, 134. Free colored population, 51.

But the number received the preceding year is not given in the report. Thus it will be seen, that the ratio of imprisonments among the white people is one for every 3,554, and among the free negroes one for every 17.85 of the colored population. Being the proportion of 7.84 to 1.

In Connecticut, in 1850, the white population was 363,305. On the 1st January, 1850, the Penitentiary of Connecticut contained white convicts, 128. Free colored convicts, 51. Being a ratio of one white convict for every 2,838 white persons, and one free colored convict for every 159 of the colored population, being 17.85 to 1.

In Indiana, in 1850, the white population was 977,628. Free colored population, 10,788. Convicts in the Penitentiary of that state, on the 30th of November, 1849—white, 116; free colored, 15; ratio of whites, one to 8,427; colored, one to 719; being in the proportion of 11.72 to 1.

For convenience, I have thrown the results above mentioned into the form of tables—Nos. 1 and 2. By No. 1, it will be seen that the proportion of crime committed among the free colored population of Virginia, Massachusetts, Maryland, Pennsylvania and New-York, as determined by the annual average number of felons received in prison, is as 7.71 to 1, among the white population. No. 2, gives the proportion as determined by the number of felons remaining in prison, in the same states to be, as 7.49 to 1. The latter table, also, gives the propor-

tion of crime among the colored population of New-Jersey, Connecticut and Indiana, determined, in the same way, to be 12.47 to 1; and the average, among the eight states named above, to be 9.11 to 1, among the whites of those states.

If we take the average proportion of crime among the colored population of Maryland and Virginia, we shall find it to be 7.23 to 1 among the whites; while the like average of the six free states, to wit, Pennsylvania, New-Jersey, New-York, Connecticut, Massachusetts, and Indiana, will be 10.90 to 1. From this we may infer, that there is 46 per cent. more crime committed by the free colored population of those states, than by the same class of population in Maryland and Virginia.

If we add the rate of increase which occurred before 1850 to the free colored population of that year, we shall find in Virginia at this time 57,824 free negroes and mulattoes. The proportion of males and females over 21 years of age, will be found to be 24,519; and those over 55 amount to 4,355, leaving between the ages of 21 and 55 years, 20,164 taxable persons. For convenience, we will put the males and females each at 10,082.

By the provisions of the Senate bill, the tax of \$5 each on the males, would produce.....	\$50,410
From which, deduct for delinquencies and committals, 20 per cent.....	10,065
	40,345
At a tax of \$1 each on the females would produce.....	10,082
Deduct from this sum 20 per cent.....	2,016
Present tax, on scale attached to registers of freedom.....	4,723
Sum raised from free persons of color by these taxes.....	53,114
Add to this the annual appropriation out of the treasury under the act of 1850.....	30,000
	\$83,114

At \$75 each, this sum would remove upwards of one thousand free persons of color annually. And if it be the design to give every portion of the state the equal benefit of the funds appropriated, it is quite certain that much less than \$75 would be inadequate to the object designed.

The removal of one thousand a year would so far exceed the annual increase as to give assurance of the final success of this great and benevolent enterprise.

I am, very truly, your ob't serv't,  
C. S. MORGAN.

GEORGE E. DENEALE, Esq.,  
Senate of Virginia.

No. I.—A Table of Crimes, giving the Annual Rate of Imprisonments to the Population and the Proportion between the Crimes of White Persons and Free Persons of Color :

	Rates or ratio of convicts received in penitentiaries to the white and free colored population.		Crimes among the free colored persons to one among the whites, in proportion to population.
	White population.	Free colored population.	
Virginia.—The ratio of convicts received in the penitentiary, annually, for ten years, ending 30th of September, 1850, to the average population, was.....	1 to 23,003.....	1 to 3,001.....	7.18 to 1
In the two years from 1st of October, 1850, to 30th of September, 1852, according to the population of 1850, the rate was, annually..	1 to 13,565.....	1 to 2,159.....	6.33 to 1
[From this it will seen the increase among the whites was 83 per cent., and among the free persons of color 50 per cent.]			
Massachusetts.—The rate of convicts received in the penitentiary of that state, in the ten years ending the 30th of September, 1850, to the average population, was.....	1 to 7,557.....	1 to 727.....	9.58 to 1
In the year ending the 30th of September, 1851, the rate of convicts received in the Massachusetts penitentiary, for the year ending the 30th of November, 1852, according to the population of 1850, was.....	1 to 6,527.....	1 to 468.....	13.37 to 1
Maryland.—The rate of convicts received in the penitentiary, was, according to the population of 1850.....	1 to 9,286.....	1 to 1,423.....	6.39 to 1
Pennsylvania.—The convicts received in the two penitentiaries of that state in the year ending the 31st of December, 1852, according to the population of 1850, was at the rate of.....	1 to 11,406.....	1 to 2,158.....	5.28 to 1
New-York received in her three state penitentiaries, convicts, according to the population of 1850, in the year ending the 1st of December, 1851, at the rate of.....	1 to 5,304.....	1 to 772.....	6.86 to 1
Average.....			7.71 to 1

No. II.—A Table giving the Ratio of White and Free Colored Convicts, remaining in Prison, to the White and Free Colored Population, and the Proportion of Crime between the two Classes :

	The ratio of convicts remaining in prison to the population.		The proportion of crimes of colored to white persons.
	White persons.	Free colored persons.	
In the Virginia penitentiary, on the 1st of February, 1853, there remained in prison at the rate of.....	1 to 5,813.....	1 to 625.....	9.26 to 1
In the Massachusetts penitentiary, on the 30th of September, 1851, there remained in prison at the rate of.....	1 to 2,335.....	1 to 175.....	13.00 to 1
In the Maryland penitentiary, on the 30th of November, 1852, there remained convicts at the rate of.....	1 to 2,594.....	1 to 500.....	5.16 to 1
In the two Pennsylvania penitentiaries, there remained in prison on the 31st of December, 1852, at the rate of.....	1 to 7,811.....	1 to 750.....	10.41 to 1
In the three New-York penitentiaries for the year ending the 1st of December, 1851, there remained in prison.....	1 to 1,713.....	1 to 225.....	7.62 to 1
Average of the five states above named.....			7.49 to 1
In the New-Jersey penitentiary, on the 1st of January, 1850, there remained in prison, according to the population of 1850, at the rate of.....	1 to 3,554.....	1 to 453.....	7.84 to 1
In the Connecticut penitentiary, on the 1st of January, 1850, there remained in prison at the rate of.....	1 to 2,838.....	1 to 159.....	17.85 to 1
In the Indiana penitentiary, on the 30th of September, 1849, according to the census of 1850, there remained in prison at the rate of.....	1 to 8,427.....	1 to 719.....	11.72 to 1
The three last-mentioned states averaged.....			12.47 to 1
Average of the eight states above named.....			9.11 to 1

FOREIGN MISREPRESENTATION OF THE SOUTH.—Our readers will remember the appearance some months ago of an article in *Blackwood*, containing many severe strictures upon the slaveholders of the South, as well as upon the subject of slavery at large. We have met with a very satisfactory reply in a late number of the *Mobile Tribune*, as follows:—

The January number of *Blackwood's Edinburgh Magazine* contains an article entitled "Slavery and the Slave Power in the United States of America," which betrays the most singular ignorance, on

the part of the writer, of the facts and circumstances connected with the subject on which he undertakes to treat. His very inferences, so unjust in themselves, and so incompatible with the facts stated, evince a mind so contracted in its comprehension, and so thoroughly saturated with its own prejudices, as to be utterly unqualified to do justice to the subject. How such an article, so careless in its statements, and so illogical in its deductions, found its way into a magazine remarkable, if not for the general correctness of its views on public ques-



tions, certainly for the force and adroitness with which they are advocated, I am at a loss to conceive.

The whole article appears to have been made up from the study of several anti-slavery publications, in which truth does not appear to have been a very important consideration, and it is set off with an apparent appeal to comparative statistics, in which the abuse of figures amounts in one place to positive misstatement, which, with a very slight examination, could have been avoided. I will first notice his statistical errors, and show how entirely incorrect his inferences are.

He gives the following as the respective free populations of the slaveholding and non-slaveholding states at the periods specified:—

	1840.	1850.
Free states.....	9,654,865	13,583,328
Slave states.....	7,290,719	6,393,758

This statement is intended to prove that slavery is unfavorable to the growth of population, showing, as the writer says, "that, while in the last ten years, the population of the free states has increased by nearly four millions, that of the slave states, though Texas has been added to them in the interval, has decreased by nine hundred thousand." But, fortunately, the fact relied upon by the writer for his deduction, is an error in the *American Almanac* for 1852, in which the total population of the slave states for 1840 is classed under the head of "free population." I shall give the table of population as it really was at both periods:—

	1840.	1850.
Northern free population.....	9,654,865	
Southern free ".....		4,803,606
" slave ".....		2,487,113

Total population of the states.....16,945,584

	1840.	1850.
Northern free population.....	13,533,328	
Southern free ".....		6,393,758
" slave ".....		3,179,589

Total population of the states.....23,106,675

In this table the territories and the District of Columbia are excluded. By it, will be seen at once that the free population of the South, instead of diminishing nearly 900,000 in ten years, has, on the contrary, increased 1,590,132.

The error in the almanac, which a very slight examination would have shown, seems to have been grasped at with avidity by the writer, who appears to have been not so much interested in

searching for truth as in hunting for items to support his own preconceived theory. Now I deny that the ratio of natural increase in the population of the North is any greater than in that of the South—indeed, I doubt whether it is as great—and I think nobody can hesitate to come to the same conclusion, who considers that the North and Northwest are, and have been, since the revolution, the great reservoir of the tide of emigration from Europe. Of the total number of foreign-born inhabitants in the United States in 1852, 1,965,518 were in those states, while only 245,310 were in the South. Here then may be found the real cause of the greater ratio of increase there than here. A portion of this emigration helps to fill up the new states and territories, the balance to supply, in the northern states, the place of the native population moving West. Of all this enormous increase, however, not a word is said by those who undertake to compare northern and southern progress, and use the result as an argument against slavery.

I will now proceed to show, from the census tables of 1840 and 1850, that this pretended superiority in progress is either a gross error in calculation or a wilful misrepresentation of actual facts:—

NON-SLAVE-HOLDING STATES.

	1840.	1850.	Ratio of Increase
Massachusetts.....	737,696	994,271	.34 .. per ct.
Pennsylvania.....	1,724,033	2,201,681	.34 .. "
New-York.....	3,428,901	3,690,092	.27 .. "
Maine.....	501,793	683,232	.36 .. "
New-Hampshire.....	284,574	317,831	.11½ .. "
Vermont.....	291,948	312,466	.7 .. "
Ohio.....	1,519,407	1,977,031	.30 .. "
Illinois.....	476,189	858,298	.80 .. "

SLAVE-HOLDING STATES.

	1840.	1850.	Ratio of Increase
Virginia.....	740,838	694,149	.24 .. per ct.
Maryland.....	318,114	418,763	.31½ .. "
Georgia.....	407,605	513,089	.25 .. "
Alabama.....	335,135	426,515	.27 .. "
South Carolina.....	259,084	274,775	.6 .. "
Mississippi.....	179,074	291,536	.62½ .. "
Kentucky.....	590,253	770,061	.30½ .. "
Missouri.....	323,688	502,176	.86 nearly.

North, total.....	9,654,865	13,533,328	.40 .. "
South, free.....	4,803,606	6,393,758	.33 .. "
" slave.....	2,487,113	3,179,589	.28 nearly.

I have given the above table as a complete answer to the attempt on the part of the writer to prove that, as far as the growth of population, "slavery is a barrier to progress." As he has specially referred to New-York and Virginia, and to Ohio and Kentucky, as affording a test of the bad effects of slavery, I thought it best to give a more general

reference, to show that his selection was not a fair test. I give six northern states, whose average increase of population for the last ten years is 21 per cent; while the six southern states I give average 28 per cent. I also set down Kentucky and Missouri against Ohio and Illinois, and show that the former average 58 per cent. increase and the latter only 55. I also give the whole free population North and South, and show that, with the addition of nearly the whole foreign population, which amounts to 11 per cent. of the whole free population of the Union, the ratio of increase in population at the North exceeds that at the South only 7 per cent. in ten years, or seven-tenths of 1 per cent. in each year. This fact would seem to afford some ground for the belief that, aside from the effect produced by foreign emigration, the ratio of natural increase is greater at the South than at the North.

But the writer, had he been really in quest of truth, could have found fairer subjects than those he selected, to test his theory that slavery is "a barrier to progress." He need not have intruded upon the domestic precincts of a foreign confederacy, when he could have found, under the shadow of his own government, a much fairer test—the island of Jamaica. Or, if disposed to wander abroad for the means of ascertaining the truth, he could have found in the imperial dominions of Faustin I. sufficient, not indeed to establish his theory, but to satisfy him of its unsoundness. Those two beautiful islands, Hayti and Jamaica, while slavery was maintained in them, increased in wealth, commerce, population and civilization. Slavery was abolished, and what followed? Wealth decreasing to poverty, commerce rapidly disappearing, population steadily diminishing, and the unfortunate negroes, who, in the language of philanthropy, had been elevated to the rank of freemen, are fast sinking into that state of barbarism from which slavery alone seems ever to have elevated them.

There never was a greater error than the theory adopted by the writer in *Blackwood's Magazine*, that "slavery is a barrier to progress." On the contrary, it is compatible with the highest degree of civilization. It prevailed three thousand years ago, when the light of science shone from the pyramids of Egypt. The history of the Athenians is a proof that it is not a barrier to progress,

whether in wealth, population, knowledge or political power, for there we find the barren little territory of Attica, with an area of 730 miles only, that is, smaller than the smallest county in Alabama, supporting a population of 528,000, only 120,000 of which were free, defying and defeating the greatest power then known, Persia, sweeping the sea with her fleets from Sicily to Cyprus, and from the mouths of the Nile to the Bosphorus, and producing philosophers and historians, poets, painters and sculptors, warriors and statesmen, that for centuries had no equals. And it prevailed also when Roman energy and knowledge had subdued, and Roman civilization had enlightened half the earth, during the period which is dignified in history with the name of the Great Augustan Age. Those who contend that "slavery is a barrier to progress," are deaf to the voice of history, dead to all experience of the past, and, consequently, blind guides in the future.

**MEMPHIS.**—Before the appearance of our next number; the third Great Southern Improvement Convention will be held at Memphis. Having attended the first two, it is a source of great regret that we must be absent now. But pressing engagements render it imperative. We shall take pleasure, however, in furnishing to our readers the fullest material of its proceedings, the substance of its speeches, and the elaborate reports which will no doubt be offered. Success to our enterprising friends, and success to their glorious and advancing little city, connected as it is with so many of our pleasantest recollections, and promising as it does, in time, to be a very big city on the banks of the old Father of Waters—which Heaven propitiously grant!

We give a few notes in regard to the early history of the city, having already furnished the later statistics.

In 1782, the Spanish Government directed W. H. Gayno, then acting Governor of the Territory of Louisiana, to take steps to occupy this portion of the territory. Accordingly, in the spring of 1783, one Benjamin Fry, a German, and an old Indian trader, with a company of men, landed at the mouth of Wolf or False River, just above what is known as Third or Lower Chicawasaw Bluff, where was erected a fort called Fort St. Fernando. After the United States Govern-

ment came into possession of the Territory of Louisiana, Fort St. Fernando was dismantled by Lieutenant Pike, and Fort Pickering established on the lower end of the Bluff. John Overton was the original proprietor of the site of Memphis; but in 1819, he sold one undivided half to Gen. Andrew Jackson and Gen. James Winchester, who proceeded to lay out the town. Gen. Jackson says, in one of his letters, the town was laid here owing to the eligible location, and predicted that it would, in time, be the second city in the Mississippi Valley. It is making rapid strides towards the accomplishment of the prophecy, if increasing activity of every department of trade is any criterion.

NASHVILLE.—Having said a few words about Memphis, we cheerfully add others in regard to Nashville, a city which, for enterprise, spirit, wealth and refinement, has taken the highest position in the Southwest.

In 1840, the population of Nashville was 6,900; in 1850 it was 16,000; now it is estimated variously from 18,000 to 23,000, and it is probably actually about 20,000. Great changes have recently taken place in the elements of its growth. A few years ago scarcely anything was manufactured there otherwise than by hand labor. Now, various engines are throwing up their columns of black smoke in different parts of the city, and

almost everything is being manufactured by improved labor-saving machinery. —A few years ago, cut stone was imported from Cincinnati. Now, the finest Italian, Tennessee and other marbles are being sawed and polished by steam and horse-power in the city, and the elegant and costly products are supplied in large quantities to purchasers at a distance.

Meantime, engine shops, planing mills, trip-hammers, car factories, wagon and plough factories, furniture shops, &c., driven by steam, with powerful and improved machinery, are springing into existence in Nashville and South Nashville, and the hundreds of skilled laborers and artisans employed in them increase the consumption of the farmers' products, and keep the masons and carpenters employed in furnishing new tenements to house them. The hotels are filled with strangers, reaching them daily by railroad or otherwise. The wholesale business of the city has probably been doubled within the last few years. The grocery business has been greatly increased. The city is now as full of population as an egg is of meat. New buildings are rapidly going up, both in the city and the suburbs, and the demand is still for more houses. Nashville, the most beautiful and pleasant city in the Mississippi Valley, has just fairly begun to grow.

#### ART. IX—OREGON AND THE TERRITORY OF WASHINGTON ON THE PACIFIC.

THE establishment of a new territorial government upon the Pacific out of the old Oregon territory is another step in the march of empire, and justifies the insertion of such facts, in regard to this portion of our possessions upon the Pacific, as can be brought within the scope of a brief paper.

In the year 1846, we published in the Review many interesting particulars relating to Oregon, then in discussion, upon the authority of Mr. Greenbow, and upon that of many writers who had visited the country. In 1848, the territorial government of Oregon was set up by Congress, comprising all that part of the territory of the United States west of the summit of the Rocky Mountains, and north of the forty-second degree of north latitude. The celebrated "ordinance of 1787, for the government of the

Northwest Territory," notwithstanding the protests of the South, was extended over it. In 1850, the statistics of Oregon, as obtained by the census, were as follows, but up to this time considerable changes have no doubt taken place:—

POPULATION OF OREGON, 1850.

	Total whites.			Total free colored.			
	Male.	Female.	Total.	Male.	Female.	Total.	Aggre.
Benton...	456.	356.	810.	1.	3.	4.	814
Clatsop...	335.	123.	458.	4.	—	4.	462
Black-	1,106.	750.	1,856.	16.	7.	23.	1,859
amas.							
Clark...	495.	07.	502.	38.	13.	51.	643
Lewis...	344.	113.	457.	49.	52.	101.	558
Linn...	557.	437.	994.	—	—	—	994
Marion...	1,603.	1,137.	2,740.	5.	4.	9.	2,749
Polk...	575.	471.	1,046.	1.	4.	5.	1,051
Wash-	1,800.	843.	2,643.	6.	3.	9.	2,652
ington							
Yarn-	667.	644.	1,311.	—	1.	1.	1,312
Hill...							
Total.	8,138.	4,949.	13,087.	120.	87.	207.	13,594

## INDUSTRY OF OREGON, 1850.

COUNTIES.	Acres of land in farms. Improved. Unimpr'd.	Cash value of farms.	Value of farming in- struments & machinery.
Benton.....	5,569.. —	\$74,545..	\$16,565
Clatsop.....	340.. 12,257..	175,400..	20
Clackamas....	36,210.. 82,388..	841,750..	24,475
Clark.....	3,705.. 16,935..	208,700..	6,780
Lewis.....	13,441.. 35,804..	274,400..	12,885
Linn.....	6,041.. —	108,425..	15,445
Marion.....	30,311.. 152,567..	835,750..	48,534
Polk.....	9,341.. —	63,130..	18,340
Washington...13,498.. —	159,160..	17,620	
Yarn-Hill....14,481.. —	107,910..	22,459	
Aggregate....	132,857.. 399,951..	\$2,849,170..	\$183,423

## PRODUCTS OF OREGON, 1850.

LIVE STOCK.		
Horses.....		8,046
Asses and mules.....		420
Milch cows.....		9,427
Working oxen.....		5,114
Other cattle.....		24,188
Sheep.....		15,382
Swine.....		30,235
Value of live stock.....		\$1,876,189
Wheat, bushels of.....		211,943
Rye, " of.....		106
Indian Corn, bushels of.....		3,918
Oats, " of.....		65,146
Tobacco, lbs. of.....		325
Wool, " of.....		29,686
Peas and Beans, bushels of.....		6,566
Irish Potatoes, " of.....		91,326
Value of orchard products, in dollars.....		1,371
Value of products of market-gardens.....		90,241
Butter, lbs. of.....		211,464
Cheese, " of.....		36,980
Hay, tons of.....		373
Cloverseed, bushels of.....		4
Other grass seeds, bushels of.....		22
Hops, lbs. of.....		8
Flax, " of.....		640
Molasses, gallons of.....		24
Value of animals slaughtered, in dollars.....		164,530

There were 1,577 children attending school in 1850, and 199 marriages within the year.

On the 2d of March, 1853, an act was passed by Congress, establishing within the Territory of Oregon the "Territorial Government of Washington."

Washington Territory\* comprises the northern portion of the recent Oregon territory, and is bounded on the south by the Columbia River, up to near Fort Walla-Walla, (some two hundred and ninety miles,) where the parallel of forty-six degrees of latitude intersects it; thence by this parallel to the crest of the Rocky Mountains; thence the boundary follows this mountain crest to latitude forty-nine degrees, and thence runs west on this parallel to the Gulf of Georgia and the Straits of Fuca to the Pacific, by which it is limited on the west. We derive, from a scientific and well-informed source, some particulars respecting this territory, not readily access-

ible to the public, which we present to our readers.

"Washington Territory" lies chiefly between latitudes 46 degrees and 49 degrees, and between longitudes 110 degrees, and 125 degrees west of Greenwich. The boundary initial points and parallels must soon be accurately determined, and it must be decided where the crest of the Rocky Mountains really is. This latter problem may not be easy of solution, for Lewis and Clark, Father de Smet, the Irving Astoria map, and the Indian Bureau and Topographical Bureau maps, all represent these mountains differently. Lewis and Clark exhibit four distinct ranges, with which the best recent explorations essentially agree; indicating at least three parallel ranges running nearly northwest, instead of the more prevalent indication of a single north and south range. Exploration may show the necessity of a more definite eastern boundary. On the north, the mouth of Frazer's River is so near to latitude 49 degrees that a portion of it may be found to fall in the United States, though this is improbable. There are thus several important geographical questions connected with the boundaries of this neophyte state.

"Washington Territory" has within its limits portions as well explored, and others as nearly unknown, as can be found west of the Mississippi. The Columbia River was thoroughly surveyed by Captain Wilkes, two sheets out of six being now published. It was surveyed by Belcher in 1839, and two sheets are published among the Admiralty charts. The Coast Survey has twice surveyed its mouth, and published one sheet. A comparison of these several surveys with Vancouver's indicates a remarkable degree of shifting in the sandbanks at its mouth. Shoalwater Bay has been surveyed by the Coast Survey, but the survey is not published. Grey's Harbor has also been just surveyed, and this, with Chickalees River, has been surveyed, and the survey published by Captain Wilkes. The Admiralty charts cover the Straits of Fuca, and many harbors on the mainland and on Vancouver's Island.

A coast survey reconnaissance has now extended up the entire Pacific coast and along the south coast of the Straits of Fuca, and will soon be published. The surveys under Capt. Wilkes,

\* From the National Intelligencer.



and his narrative, give full information of all the group of islands in the Gulf of Georgia, and the channels leading to and making up Puget's Sound, with much detail. The shores of this wonderful network of channels are so favored in soil and location that they must soon possess great value. Through a surprising extent of line they are directly accessible for ocean vessels, and form, as it were, an immense network of harbor. They present the foundation for a kind of agricultural Venice, far into the heart of the west half of Washington, the resources of which they will greatly aid in developing. Fort Nisqually and Olympia, at the southern extremity of Puget's Sound, must rapidly advance with the growth of the territory.

The interior portion of this section is but imperfectly known. The land-office surveys north of the Columbia have as yet made but little progress; but the sketches prepared in that office give more recent and correct information than is elsewhere to be found on the section between that river and Puget's Sound. On penetrating further towards the Rocky Mountains, the country is essentially unknown. The narrative of Lewis and Clark, the book on Oregon Missions, by Father de Smet, published in New-York in 1847, and Irving's Astoria, (the last edition,) are the chief publications of value on this ground. These serve merely to show that the country bordering the Rocky Mountains, between 46 degrees and 49 degrees, on both sides, is still a fine field for exploration. Much may be expected from Dr. Evans, who is engaged in a geological reconnaissance of the old Oregon Territory, which has taken him much among the Rocky Mountains, and over their basaltic plains.

We are enabled to present the following views of the agricultural resources and wealth of Oregon, on the authority of a paper recently prepared by Jesse Applegate, a resident of the territory:—

The basin drained by the Umpqua River lies between  $42\frac{1}{2}$  and  $43\frac{1}{2}$  degrees of north latitude, is separated from the Pacific Ocean and surrounded on all other sides by a high wall of mountains. These mountains are wooded with dense and continuous forests of the evergreen, fir, pine, and cedar; their lofty peaks, steep and narrow ridges, and deep, dark chasms, will perhaps for ever defy the

art of man to bring them into a state of cultivation.

To a person accustomed to the level or gently undulating surface of the western states, the term "valley" appears wholly misapplied to the Umpqua country, as the broad plains and gently-swelling hills, associated in their minds with that term, are no where to be seen. The basin, being very broken, (the narrow valleys lying between ranges of high hills,) appears, when viewed from the mountains that enclose it, to be merely a mass of hills and mountains, differing from its rim in being of less elevation, bald or timbered with oak, the evergreens only appearing in clumps on the loftiest summits, or lining the deep ravines.

There are no lakes nor marshes; the waters of the surrounding mountains rush from their dark chasms in many streams that, meandering through the valley, collect at its northwest corner, where the Umpqua River pierces the mountains, and finds its way to the ocean.

The soil is lively and rich; that of the valleys, being alluvial deposits from the hills, is a dark, deep loam, in places sandy, and based upon a red clay; the soil on the hills is dark, or light-brown, according to its depth, it being lightest where most elevated or exposed to the action of the water.

Owing to the vicinity of the Pacific Ocean, and the prevailing winds along the coast, the winters are warmer and the summers cooler than in corresponding latitudes on the Atlantic side of the continent. While the wind blows from a southerly quarter, which it generally does in winter, the weather is warm and damp, the ground seldom, if ever, freezing hard enough to kill peas or oats, or check the growth of cabbages, turnips, or other hardy plants. The mildness of the winters has most important bearing upon the agriculture of the country. As an illustration of this fact, I herewith enclose some flowers which have grown in the open air, and were this day (28th, December) plucked from plants common to all parts of the Union, and familiarly known as the hollyhock, marigold, morning bride, sweet William, and grasspink. You will perceive some of them are full-blown, and others just opening, which will show that these plants continue to produce flowers even in midwinter.

But as the winds in summer blow from the opposite quarter, frosts frequently occur, late in the spring and early in the autumn, sufficiently severe to cut down beans, melons, and other plants of that description.

About the 1st June rain generally ceases to fall in sufficient quantities much to benefit a growing crop; and, if it fail to rain about the autumnal equinox, the drought will continue until about the 1st of November. Though the climate of Oregon is, in this particular, more uniform than that of the western states, it has also its variations; the winter sometimes being, for two or three weeks together, clear and frosty, and cloudy weather and rain sometimes occurring in summer; the present year agrees with the exception nearer than the general rule.

*Markets.*—Scottsburg, at the head of tide water on the Umpqua River, and twenty-five miles from the ocean, is near the southwest angle, and the shipping point for the valley; above this point the river is not navigable, and as yet there is no road leading to it passable except with horses. But the principal market for the products of the farm is found in the gold mines of the Klamath and Rogue rivers. These mines lie between the 41st and 43d degrees of north latitude, and are principally supplied from Oregon.

Wagons are sometimes used as a means of transportation as far as Shasta city; but, owing to the badness of the roads, pack animals are mainly employed.

*Labor*, for the summer, is worth from three to five dollars per day, and but few laborers are to be had at these prices. These circumstances, together with its recent and very rapid settlement, controlling the farming operations of this country, rude and primitive as they may appear to farmers in a more advanced condition, are yet in accordance with sound judgment and good policy, and go to show that many of the practices of our ancestors were not so much the results of ignorance as of necessity.

The immigrant arrives late in autumn at the end of an exhausting journey in a wilderness. He has first to direct his attention to the comforts of his family; their subsistence is to be procured, perhaps, from a distance, and they are to be protected from the inclemencies of winter, which is now fast approaching.

Whatever his knowledge of architecture, or his ability to avail himself of the labour of others, there are no quarries of stone or kilns of brick ready to furnish material for his walls, nor machinery to prepare the wood for the completion of the edifice. Wealth cannot call these things into existence, nor here secure the services of mechanics to use them, were they to be had; and if without it, which is too often the case, so much heavier is the iron hand of necessity upon him.

Like circumstances, at all times and places, produce like results, and the pioneer here, as elsewhere, erects a log cabin as his first edifice.

The same necessity governs his first efforts in agriculture, and for one or two years there is little attention paid to the culture of anything not needed for his own subsistence. And it must be borne in mind that but few of the settlers are yet prepared to avail themselves of the natural advantages of the country, or to turn their attention exclusively to those branches of agriculture that the markets and means of transportation make most profitable; which subjects I shall now proceed to notice.

*Grasses* of nutritious quality cover the whole country; that of the hills being varieties of the buck grass, or festuca, common to all the elevated regions of Oregon. The valleys produce a ranker growth and greater variety, among which may be mentioned a valuable clover. The excellence and abundance of these grasses, which, from the mildness of the climate, continue their growth through the winter, make the country, to all grazing animals, a natural home.

*Horses, Cattle, Sheep and Hogs*, are free from disease—always in good condition; and beef, mutton, and pork, of superior quality, are at all seasons slaughtered that never received either food or shelter at the hand of man.

Besides the surface and climate, which must ever mark it as a grazing country, there are many temporary and local causes to encourage the raising of animals at present.

*Horses and Mules.*—As horses and mules are extensively used in the carrying business, they are in good demand; \$100 being about the average price of Indian and Mexican breeds, fit for service; and those of the United States

rate much higher—good horses and mules bringing double that rate.

Cattle are also in good demand, as bullocks can carry themselves to market, and gather their food by the way; and butter and cheese are articles in which, with Oregon, no country can compete.

Bullocks, on foot, rate from six to ten cents per pound, the price depending on the tractability of the animal in being herded and driven. Spanish stock, \$15 to \$25 per head, according to training. Tame cows, with calves, \$50 to \$100. Butter, 75 cents; cheese, 50 cents per pound.

Sheep are not valued for their wool, though there are now in the country some of the best wool-bearing breeds. The short, sweet grass and pure air of the mountain pastures encourage a remarkable fecundity and fatness in the animal. Young lambs are being added to the flock in every month of the year. It is not uncommon for a mutton to yield 20 pounds of tallow; while the flesh, for fineness of flavor and texture, is nowhere exceeded. Mutton is a convenient article of food at home, as well as in the mines. Salt provisions being little used, an ordinary family, even in summer, will consume a mutton while it is still sweet and fresh.

Hogs, as yet, succeed well, but it is probable their food will first cease to be produced spontaneously. The mast-bearing trees are few in number and variety, black oak and hazel comprising the whole. The clover and nutritious roots of the valleys being their principal dependence, besides their own tendency to destroy, each field put in cultivation directly diminishes their pastures. Their flesh being not much eaten at home, they are mostly made into bacon, and in that shape are a valuable item in the trade to the mines. Stock hogs, 8 to 10 cents per pound; pork, fresh, 10 to 12, and bacon, 25 to 50 cents per pound.

Hereafter, when the number of grazing animals approaches more nearly to the capacity of the country to maintain them, the danger which may be apprehended to this branch of the business is, that grasses starting up with the first rains of autumn continue their growth through the winter, and ripen about midsummer, and, except on damp places, remain dry until rain in sufficient quantity again falls to renew its growth. In

the dry, or hay state, it is liable to be burnt off; and when such an accident happens, and the rains are late in falling, and are followed, as is sometimes the case, with cold, rainy weather, and even snow, the scarcity produced by the fire will be prolonged through the winter, which must result, in a ruinous loss to such farmers as are unprepared to meet it with food for their animals. Such was the case in Willamette, in the winters of 1846—47 and 1848—49, in which hundreds of animals perished of starvation.

Crops.—On the dry lands, any crop ripening by midsummer succeeds well. Wheat, peas, oats, barley, &c., are cultivated for home consumption. The want of mills and labor-saving machines, and the price of labor, discourage their cultivation as articles of export.

Vegetables.—such as maize, potatoes, cabbages, &c., requiring the whole summer to perfect them—will some seasons succeed without irrigation; but, as the crop is liable to be cut short by drought, usually a spot naturally damp, or that can be easily irrigated, is selected for the kitchen-garden.

The mode of culture is simple and primitive. The emigrant, who has arrived too late for fall-ploughing, in early spring turns over the green sward of the prairie, with a huge, clumsy plough, drawn by oxen. On this he sows his crop of spring-wheat, peas, or oats, and harrows it in with a wooden harrow or a seragged tree-top; the first, if a spring-crop, yields from 10 to 25 bushels per acre, being varied by the manner and time of setting the crop and the continuance of the rains. If sufficient rain falls about the autumnal equinox, which is generally the case, fall wheat is sown; but if this should not happen, it creates no uneasiness, as the crop may be set at any time until March without any perceptible difference in the yield, and but little in the time of ripening. It is common, however, to sow more seed on late sowings.

The yield of the fall crop, though affected by the same causes, is more uniform and abundant than that of the spring, and from 20 even to 50 bushels of wheat are harvested per acre. The rotation of crops, though doubtless here of as much advantage as elsewhere, is attended with one serious inconvenience, the frosts of winter being insufficient to

destroy peas or oats. Wheat, if following a crop of either, is frequently choked and intermixed with their voluntary growth; and oats particularly are very injurious. The same result also follows in sowing in fall after a spring crop,—the two kinds of wheat become intermixed, to the injury of both. At the time of harvest, the weather is usually dry and pleasant. Wheat and oats are cut with a cradle, and peas pulled by hand. There being no barns, a clayey spot is made smooth and hard by being dampened and beaten with mauls, or tramped with animals. Around it a high, strong fence is made, and over it those fond of the shade throw a few bushes. On this "floor" the grain is laid regularly, the heads pointing obliquely upward. A wild skittish band of horses are turned in and driven against the bristling heads of the grain, and, by their scampering, in a very short time the wheat is threshed from the straw, and much of the straw itself broken to pieces, much more time being required to separate and remove it from the grain than is occupied in threshing. Leaving the bottom undisturbed to the last, as it is sometimes dirty, the threshed grain is pushed to the centre, and another floor laid down; and so on until the crop is threshed.

Formerly we depended upon the sea breeze, which springs up each evening, to separate the wheat from the chaff; but now, as we can obtain fanning-mills at \$100 each, most of the farmers have provided themselves with these modern inventions. Of the whole list of vegetables and fruits found in the temperate zone, there is scarcely one that may not here find its favorite soil, and, with a little attention, be adapted to the climate; and in the vegetable market, having no foreign competition, the farmers have the greatest encouragement to engage.

In regard to prices, it must be borne in mind that three-fourths of the inhabitants of Umpqua are immigrants of the present year, who must be fed, and furnished with seed—that, within the same time, the newly-discovered mines of the north have attracted between ten and twenty thousand persons, whose supplies are drawn from Oregon principally; and, as the roads are bad and transportation expensive, Umpqua, being the nearest farming district to the mines, has had a

decided advantage over other parts of the country.

But the very means which have given the farmers of Umpqua great advantages in the market will tend to make them of short duration; because a portion of the country embraced in the northern mines is well adapted to the purposes of cultivation, and much more of it affords fine pasturing.

The grazing in the neighborhood of Shasta city is excellent, and a fine yield of both potatoes and gold may be dug from the same plat of ground; and, as the price for which vegetables, butter, and cheese are sold in the mines must be enormous, it is a profitable business to pay high prices for them here and carry them 200 or three hundred miles on the backs of animals. Many have exchanged the pick and shovel of the miner for the implements of husbandry, and farms and dairies are being established in the very heart of the mines themselves.

The peaceful relations which have at last been established with the Indians of Rogue River, will also have their influence, as they have opened to the farmer a valley surrounded by mountains rich in gold, remarkable for its health, beauty, and agricultural capacities; and as the distance from the ports of the Pacific, and the extremely rough and mountainous country lying between, will make transportation always difficult and expensive, the northern mines may shortly be independent of commerce, except for groceries and manufactured articles. When the mines cease to consume the agricultural products of Umpqua, it is difficult to foresee what other market will be found, or what will be the effect upon the pursuits of the inhabitants. The great natural advantages of the country and the nearness of the market, are overbalanced by the high prices of labor, difficulties of transportation, and want of machinery; and, until great changes in the prices of labor and improvements take place in the other obstacles, we cannot compete with Chili and the Atlantic States in the provision trade of the Pacific. These things considered, though there is perhaps not one farmer in a hundred discontented or desirous to exchange his home in Oregon for the one he left in the States, I do not think a greater proportion of the prudent would advise their friends who are well and comfortably settled in the



States to exchange the many comforts they now enjoy, and perform the arduous and dangerous journey over the plains, for the certain privations and uncertain advantages of a home in the wilderness.

# ART. X.—HOME AND FOREIGN COMMERCE.

UNITED STATES MINT STATISTICS SINCE 1790—MISSISSIPPI BONDS—COINAGE LAW OF 1852—SILVER COIN—STATISTICS OF COTTON TRADE—MASSACHUSETTS RAILROAD, BANK AND FACTORY STOCKS—COMMERCE, WILMINGTON, N. C.—CANADIAN CURRENCY.

**OPERATIONS OF THE UNITED STATES MINT.**—The coinage at the principal mint, during the year 1852, amounted to \$52,403,669 44; of which \$51,505,638 50 were in gold, \$847,410 in silver, and 5,630 94 in copper. This coinage was comprised in 32,612,949 pieces—being the largest number ever before struck at the mint in a single year. The deposits received were \$50,874,131 in gold, and \$952,297 in silver; making a total of \$51,826,428.

The coinage at the branch mint, New Orleans, amounted to \$4,622,000; of which \$4,470,000 were in gold, and \$152,000 in silver. The number of pieces struck was 1,418,000. The deposits were \$3,935,668 in gold, and \$118,694 in silver; total \$4,054,362.

The coinage of the branch mint, Charlotte, North Carolina, amounted to \$396,734 in gold—comprised in 91,780 pieces. The deposits were \$430,900 in gold.

The coinage of the branch mint, Dahlonega, Georgia, amounted to \$473,815 in gold—comprised in 101,890 pieces. The deposits were \$476,789 in gold.

The total coinage at the four mints was \$57,896,218 44; of which there was—in gold \$56,846,187 50, in silver \$999,410, and in copper \$50,630 94. This coinage was comprised in 34,224,619 pieces.

The total amount deposited for coinage was \$56,788,479; of which there was in gold, \$55,717,488, and in silver, \$1,070,991.

The deposits of gold received from mines in the United States amounted to \$54,506,963; of which there was from California the sum of \$53,794,700; from other states of the Union, \$712,263. During the year 1851, the amount of gold received from California was \$55,938,232; from other states, \$602,380; total domestic gold, \$56,540,612. Hence it appears that the receipts from California in 1852 fell short of those in 1851 by \$2,143,532, while those from other states of the Union were increased by \$109,883.

The coinage of three-cent pieces amounted to \$559,905, which was 56 per cent. of the total coinage of silver. The demand for this piece has not been due to its intrinsic importance in currency, but to the fact that it is the only one whose proportionate value to gold allows of its issue from the mint under present laws. The necessity of some legislation, which, by readjusting the proportionate weights of the gold and silver coins, shall admit of the issue and permanent circulation of the latter, is becoming every day more imperative.

## SUMMARY EXHIBIT OF THE COINAGE OF THE MINTS TO THE CLOSE OF 1852.

MINTS.	Continued coinage of coinage.	Gold coinage.		Silver coinage.		Copper coinage.		Zinc coinage.	
		Value.	In pieces.	Value.	In pieces.	Value.	In pieces.	Value.	In pieces.
Philadelphia.....1793		\$194,876,142 00		\$65,795,018 00		\$1,446,457 59		\$383,078,778	
New-Orleans.....1838		33,885,865 00		13,166,800 00		—		44,543,145	
Charlotte.....1838		2,480,666 80		—		—		337,768	
Dahlonega.....1838		4,817,809 50		—		—		1,093,685	
Total.....		\$237,030,483 00		\$78,961,818 00		\$1,446,457 59		\$431,555,396	

**MISSISSIPPI BONDS.**—We wish that some citizen of the state would prepare for our pages a full history of the bonds question, with all the arguments *pro* and *con* in regard to it. We are anxious

for such a paper, and it would do much good. At present, we can only furnish a few statistics from a writer in the Bankers' Magazine:

*Statement of the Planters' Bank Bonds,  
issued by the State of Mississippi.*

1831. July 1. 500 bonds, \$1000 each, payable July 1, 1841,	\$500,000
1833. March 1. 500 bonds, \$1000 each, payable March 1, 1861 (twenty-eight years),	500,000
1833. March 1. 500 bonds, \$1000 each, payable March 1, 1866 (thirty-three years),	500,000
1833. March 1. 500 bonds, \$1000 each, payable March 1, 1871 (thirty-eight years),	500,000

Total bonds issued, \$2,000,000

*Interest to 1854.*

Interest on first issue of \$500,000, from July 1, 1840, to July 1, 1854 (fourteen years), 420,000

Interest on the bonds, dated March 1, 1833, \$1,500,000, from September 1, 1840, to September 1, 1854, (fourteen years), 1,260,000

3,680,000

Deduct bonds paid by

the state, \$88,000

And interest, 73,920

161,920

Balance, principal and interest, due 1854, \$3,518,080

In addition to this debt of \$3,518,080, the State of Mississippi is indebted in the sum of \$5,000,000 for bonds issued to the Union Bank of Mississippi in 1838, and for the interest (\$300,000) that has annually accumulated for the last twelve years.

The whole revenue of the state at this period does not exceed \$225,000 annually, although the census shows a population of about 600,000 persons within its limits.

The Planters' Bank of Mississippi was chartered in the year 1830, with a capital of three millions of dollars, and by the first clause in that charter, the amount of two millions of that stock was reserved for the state, and the remaining one million for individual subscription. The books were regularly opened and the stock subscribed accordingly.

The bonds of the state were issued—the first five hundred thousand dollars (500,000) on the 1st July, 1831, and payable ten years after date.

The remaining fifteen hundred thou-

sand dollars were issued on the 1st March, 1833, and payable as follows:

Five hundred thousand dollars

1st March, 1841, \$500,000

Five hundred thousand dollars

1st March, 1866, 500,000

Five hundred thousand dollars

1st March, 1871, 500,000

All of them bearing interest at six per cent. per annum. Commissioners were appointed to negotiate the bonds, who succeeded in doing so at a premium of thirteen and one-quarter per cent. (13¼), so that after paying two millions to the Planters' Bank, the state had left, and after defraying all expenses attending the negotiation, the sum of two hundred and fifty thousand dollars (\$250,000). This sum was placed in the Planters' Bank as a sinking fund, and was to be added to by the dividends of the bank on the state stock, from which fund money was to be drawn semi-annually to pay the interest on the state bonds.

The bank's dividends averaged ten per cent. for a number of years, and the interest on the bonds was regularly paid up to 1st of September, 1839, when the state stock in the Planters' Bank was transferred to the Natchez Railroad Company. At this period the "Sinking Fund," created by the dividends on the stock over what was required to pay the interest on the state bonds, reached nearly eight hundred thousand dollars. This fund belonged to the state, and, under the charter of the bank, was controlled by the auditor of the state, and president and cashier of the bank. A very large portion of this fund was lost by the general bankruptcy of 1836-39; what was left of it, however, was taken possession of by a commissioner appointed by the state, who received, with the bills receivable, about sixty thousand dollars in cash. This money is now in the state treasury, together with about an equal sum collected by the commissioner since the fund was transferred. What disposition is to be made of the funds remains to be seen.

*CALCULATION UPON PAYING \$250,000 ANNUALLY, FOR TWENTY-TWO YEARS, IN LIQUIDATION OF THE PLANTERS' BANK BONDS.*

Am't of bonds outstanding in 1854.	Annual int. thereon.	Total am't of int. up to 1854.	Annual ap. of principal from 1854.	Years.
\$1,912,000....	\$114,730..	\$1,606,080..	\$250,000..	1854
1,912,000....	114,730..	1,470,800..	250,000..	1855
1,912,000....	114,730..	1,335,520..	250,000..	1856

Calculation of the Planters' Bank Bonds, continued.

Am't of bonds outstanding in 1854.	Annual int. thereon, &c. up to 1854.	Total am't of bonds, &c. up to 1854.	Am't ap-propriated from 1854.	Years.
\$1,012,000....	\$114,720..	\$1,200,240..	\$250,000..	1857
1,912,000....	114,720..	1,064,960..	250,000..	1858
1,912,000....	114,720..	929,680..	250,000..	1859
1,912,000....	114,720..	794,400..	250,000..	1860
1,912,000....	114,720..	659,120..	250,000..	1861
1,912,000....	114,720..	523,840..	250,000..	1862
1,912,000....	114,720..	388,560..	250,000..	1863
1,912,000....	114,720..	253,280..	250,000..	1864
1,912,000....	114,720..	118,000..	250,000..	1865
1,895,000....	113,700..	—	250,280..	1866
1,750,000....	105,540..	—	250,580..	1867
1,614,000....	96,840..	—	250,040..	1868
1,461,000....	87,660..	—	250,200..	1869
1,299,000....	77,940..	—	250,540..	1870
1,127,000....	67,820..	—	250,600..	1871
945,000....	56,700..	—	250,960..	1872
751,000....	45,060..	—	250,280..	1873
546,000....	32,760..	—	250,220..	1874
329,000....	19,740..	—	250,460..	1875
99,000....	5,940..	—	104,940..	1876

THE NEW COINAGE LAW OF UNITED STATES.\*—In our last number we gave the official notice of the purchase of silver by the department, for the manufacture of the new silver coin for circulation. The notice indicated that those South American and Mexican coins which approached nearest to the United States standard, together with the thalers of Northern Germany, the mint will buy at \$1.21 per ounce.

The leading provisions of the coinage bill are, first: the weight of the coin is to be reduced from 206½ grains per half dollar to 192 grains—that is to say, 7 per cent.

The government alone deposits silver for coinage.

Not over \$5 in silver to be a legal tender.

Depositors of gold may have it cast into ingots of standard fineness, of weights from one to five ounces, without extra charge. If coined, half per cent. seignorage is charged.

With the establishment of an assay office in New-York, where these ingots may be assayed and cast, at one quarter per cent. less than coin, in addition to the saving of the expense and delay of sending to Philadelphia, a considerable margin will be established in favor of exporting ingots rather than coin, amounting to a premium upon exporting the gold rather than using it as a currency. The effect of this is to increase the demand for silver. It is obvious that the great demand for circulation which everywhere exists, arises from the large production of goods and merchandise, the activity of trade and

improved prices. California and Australia have both required large supplies of coin, and these have been drawn from England and the United States. The demand for silver was naturally more urgent than for gold, because being of lower denominations it enters more into practical currency than the dearer metals. Hence, gold dollars and quarter eagles have aided much in the absence of silver. To impose a seignorage upon the coinage of these pieces is to enhance the demand for silver. This demand the government has now begun to supply, and so by out-bidding every body else for the raw material. Thus, Mexican dollars have been worth 4 to 4¼ per cent. premium. The mint offers 5 per cent. For other coin that was worth 3 to 3½ premium, the government offers 4 per cent., paying either in gold or new silver coin, at the option of the holder. The operation is thus, for 480 grs., or one ounce, of standard silver, the government gives \$1.21, or for 100 ounces, \$121, and pays in depreciated silver coin, as follows:

At \$1 21 per 100 ounces.....	grs. 48,000
Payment in silver halves, at 192 grains.....	40,464
Gain to government.....	grs. 1,536

This is an odd way of paying a premium—viz., taking a quantity of silver and giving back a less quantity; but the holder of the silver can do better.

There is no doubt but that the new coin on their first appearance will command a premium, as gold dollars and three cent pieces did for a short time.

If, however, the government should pay in gold, the depositor will, indeed, have an advantage of the one-half per cent. coinage over the person who deposits gold to be coined. It is also the case that the mint will now pay out to depositors of gold, the silver which belongs to them. The silver in these deposits averages about four-fifths of one per cent., and the whole amount was returned in gold, the mint reserving the silver bullion to itself. The rule established at the mint was, that depositors of mixed bullion should receive the return in the description which constitutes its principal value. There would be no hardship in this, if the market value of gold and silver coin agreed with the legal value as recognized by the mint. But this is not the case. For instance, a certain bank in Wall-street deposits

\* From United States Economist.

every two weeks in the mint about \$400,000 in bullion; from this there is parted \$3,500 in silver, and the balance is gold. The bank is then paid in gold coin, the mint reserving the silver, although it charges the bank the whole cost of parting it. The bank had then to take the gold coin and purchase silver coin for its own use at the counter, at a premium of 3 to 4 per cent. This involved a loss to the bank of, say \$122.50 on every deposit. This is now changed, and the mint will pay out the silver to the rightful owner.

The demand which has existed for silver currency has been more marked in those countries where silver is the exclusive standard, than here, where issues of small gold coins and small

bank-notes have, by supplanting it in circulation, aided to drive it out. The import and export of the metals from 1821 to 1852, inclusive, have been as follows:

IMPORT AND EXPORT OF PRECIOUS METALS IN  
U. S. FROM 1821 TO 1852, INCLUSIVE.

	Import.	Export.	Excess Import.
Gold bullion.....	\$6,913,079..	\$533,591..	\$6,379,488
Gold coin.....	92,281,169..	41,351,092..	51,930,077
Total gold.....	\$99,194,248..	\$41,885,283..	\$58,208,965
Silver bullion.....	11,024,401..	1,170,796..	9,853,605
Silver coin.....	163,188,117..	140,007,617..	23,580,500
Total silver.....	\$174,212,518..	\$141,778,413..	\$32,434,105

The excess of silver imports for the whole term does not apply to the last few years—as follows:

IMPORT AND EXPORT OF SILVER.

	1821 to 1842.	1843 to 1852.	1843 to 1852.	Total.
Import.....	\$140,529,748..	\$21,466,664..	\$12,316,100..	\$174,312,512
Export.....	104,395,582..	15,981,751..	20,401,060..	141,778,413
Excess import.....	\$35,134,166..	\$5,484,913..		\$31,434,105
Excess export.....			\$8,184,974..	

Hence, since the discovery of gold, the current of silver has been outward in the extent of over \$8,000,000, because the increased demand for circulation abroad has not, as in the United States, been met by a supply of small notes and gold pieces. We are now to export gold ingots, in place of those eagles which, to a very considerable extent, returned into the country in the pockets of immigrants, from whom a demand exists for them in the European ports. The ingots will probably return, if they return at all only in the shape of foreign coin. Thus the gold coinage of France for 1851, was from the following material:

COINAGE AT THE FRENCH MINT, PARIS, 1851.

	France.	c.
Value of the gold coinage.....	341,382,772	22
Value of the silver coinage.....	57,240,908	65
Total of the silver coinage.....	298,639,480	87

Details of the Gold Coinage.

Dutch florins.....	74,865,304	67
American eagles.....	37,810,312	98
Russian imperials.....	30,400,390	26
English sovereigns.....	8,283,279	65
Prussian thalers.....	1,651,961	33
Ingots and sundry coins.....	58,350,500	14
Total of gold.....	341,382,772	22

Details of the Silver Coinage.

Piastres.....	10,135,673	53
Kreutzers.....	3,996,796	76
Ingots and sundry coins.....	43,115,236	37
Total of silver.....	57,240,908	65

The Dutch florins were furnished by

the calling in of the gold currency of Holland, and substituting silver. The American eagles figured next in importance; but, henceforth, probably "ingots" will embrace American gold. The comparative coinage of France, England, and the United States, for 1851, was as follows:

	Gold.	Silver.	Total.
France.....	\$48,376,650..	\$11,449,969..	\$59,726,530
G. Britain.....	21,121,972..	424,706..	21,556,739
U. States.....	62,614,493..	774,397..	63,388,889
Total.....	\$123,013,114..	\$12,649,143..	\$144,672,138

The coinage in England was doubled in 1852, with a simultaneous great decrease of coin in bank; and this fact has led to the question of the expediency of imposing a seignorage upon coinage, with the view of preventing the English mint from manufacturing coin for all the world. This seems to be a short-sighted notion. If the coins of any country are exported to such an extent as to enter into the currencies of other nations with which it deals, it follows that, with the turn in exchanges, the remittances to it will be made in its own coin—a most desirable form. The want of a mint in the United States for many years operated in favor of England. When exchanges were in favor of the United States, English sovereigns came here and remained in bank vaults until the exchanges carried them back, in many cases without even having been opened.



**SILVER COIN.**—The scarcity of silver coin in England has been brought to the notice of the Chancellor of the Exchequer by a Parliamentary inquiry. He stated in reply that the demand for gold was so pressing that there was no chance of their being able to apply the mint to silver coinage. Half a million sovereigns per week were now being turned out; that was to say, about twice as much as was supposed to be the regular work of the mint, and means were being taken to increase that supply in order to meet the demand for sovereigns, of the diminution of which there was no immediate prospect. With respect to silver, something he hoped had been done to mitigate that demand. During January £92,000 of silver coinage was struck, which was a very considerable amount, and the Government was not given to suppose that the want was now extreme; but at all events more would be done to meet that want as soon as the demand for gold would allow.

The *London Economist* of March 5th, contained an interesting article on the operation of the British mint, from which we glean the following pertinent facts and figures. Since 1848, the aggregate coinage of the mint has been £19,838,375, of which £19,264,473 was gold, £561,594 was silver, and £12,308 copper. The disparity of silver coinage is apparent at a glance.

The coinage of gold each year was as follows:—

1848	£9,451,909
1849	3,177,953
1850	1,491,830
1851	4,400,411
1852	8,742,270

The silver coinage has amounted to £561,594 in the five years, in the following proportion in each year:—

1848	£35,442
1849	119,502
1850	129,090
1851	87,868
1852	180,596

The large amount of silver coinage during the last year, compared with any former year, at least shows that the great inconvenience which has been experienced from a scarcity of silver coin has not arisen from any decline in the work of the mint, notwithstanding the great additional work which it has been called upon to perform in furnishing gold coin.

Of the entire £19,264,437 of gold

coined in the five years, no less than £13,142,681 was coined in the two last years. The transactions of the mint have assumed a new and novel character since the recent gold discoveries. Its operations are no longer limited to the supply of the home demand for circulation. In about two years a sum equal to nearly £15,000,000 has been exported in the shape of English coin. No doubt a considerable portion, probably not less than one-half, of the whole of this large amount, fully equal to the other half, has been exported to various foreign countries, where English sovereigns have acquired a certain value as a circulating medium, and where, therefore, they have a somewhat higher price than bar gold. In view of this state of things, the *Economist* thinks the character and functions of the mint will be entirely changed; and in such a way as will render it imperative that the principles upon which its expenses are defrayed should be reconsidered. If the mint is to become a great manufactory of coins for various foreign countries, as it has been during the last two years, it will soon become obvious that there is no good reason why the people of England should continue to defray the cost of that establishment. It will become a matter of serious consideration whether that cost should not be defrayed by a charge on the coin equivalent at least to its amount.

#### STATISTICS OF THE COTTON TRADE.—

We are indebted to H. C. Beach and Co., Commission Merchants, of New-York, for some very valuable statistical charts relating to the fluctuations in prices of raw material and manufactured goods during the last and previous years. The charts are on the plan of those now being applied to life statistics, etc., and give, through the eye, a ready aid to the understanding. We copy the following tables, which will be of great use to planters and merchants.

**Fair Upland Cotton.**—Average price in New-York for 1847, 11.67 cents; 1848, 7.14 cents; 1849, 8.97 cents; 1850, 13.65 cents; 1851, 11.94 cents; 1852, 10.17 cents. Average price for the above six years, 10.44.

**Heavy Brown Sheetings.**—Average price in New-York for 1847, 8.00 cents; 1848, 6.84 cents; 1849, 6.68 cents; 1850, 7.81 cents; 1851, 7.11 cents; 1852, 7.05 cents. Average for above 6 years, 7.25.

**Heavy Brown Drillings.**—Average price in New-York for 1847, 8.32 cents; 1848, 7.03 cents; 1849, 6.84 cents; 1850, 7.94 cents; 1851, 7.77 cents; 1852, 7.48 cents. Average price for the above six years, 7.56.

**Printing Cloths.**—Average price in New-York of 60 by 64 picks, for 1847, 5.75 cents; 1848, 4.11 cents; 1849, 4.33 cents; 1850, 4.94 cents; 1851, 4.35 cents; 1852, 4.45 cents. Average price for the above six years, 4.66.

In the first column of the following table, we assume prices, *in sterling*, for cotton in the port of Liverpool. In the other columns we quote prices, *in our currency*, at which cotton may be shipped from the ports of New-York, Charleston, Mobile, and New-Orleans, and if sold in Liverpool, at the assumed prices, there will be neither profit nor loss to the shipper.

Prices in Liverpool.	Prices when shipp'd from New-York.	Prices when shipp'd from Charleston.	Prices when shipp'd from Mobile.	Prices when shipp'd from N. Orleans.
d.	c.	c.	c.	c.
5	8.25	7.94	7.50	7.50
5½	8.75	8.44	8	8
5¾	9.25	8.94	8.50	8.50
5¾	9.75	9.44	9	9
6	10.25	9.94	9.50	9.50
6¼	10.75	10.44	10	10
6½	11.25	10.94	10.50	10.50

In the above calculations, the cotton is supposed to be sold during the first month's storage, the exchange at the average rates, and freights at New-York, ¼d.; at Charleston, ¾d.; at Mobile and New-Orleans, ½d.; with the addition of the usual shipping charges, at the several ports named above.

**MASSACHUSETTS RAIL-ROAD—BANKS AND FACTORY STOCKS.**—The *Boston Post* contains a table of the monthly quotations of stocks known to that market; from that we take the following, which shows the comparative rise in bank, manufacturing, and railroad stocks, for the past year, together with dividends for the year:

RAIL-ROADS.	Par.	Jan. 1st. 1853.	1852.	Div.
Boston, Concord & Montreal	100	35	44	6%
Boston and Lowell	100	50	53	6%
Boston and Maine	100	103	103	7
Boston and Providence	100	84	88	5%
Boston and Worcester	100	98	103	7
Cheshire, (pref.)	100	—	35	5
Concord	50	51	54	8
Connecticut River	100	55	60	4
Eastern	100	95	95	6%
Eastern, N. H.	100	95	96	6%
Fall River	100	98	104	8
Fitchburg	100	103	102	6

RAIL-ROADS.	Par.	Jan. 1st. 1853.	1852.	Div.
Hartford & N. H.	100	121	131	10
Long Island	50	7	15	—
Manchester & Law.	100	55	101	7
Michigan Central	100	93	103	8
Nashua and Lowell	100	104	108	8
Norfolk County	100	13	56	—
Northern	100	64	59	5
Norwich & Worcester	100	59	53	4
Ogdensburg	50	26	30	—
Old Colony	100	64	78	—
Passumpsic	100	63	50	4
Portland and Saco	100	93	100	6
Reading	50	29	49	6
Rochester and Syracuse	100	113	125	10
Rutland, (old)	100	35	36	—
Rutland 8 per cent, pref.	100	77	89	8
Rutland 6 per cent, pref.	100	—	65	3
South Shore	25	15	9	3
Sullivan	100	15	12	—
Vermont Central	50	25	18	—
Vermont and Can.	100	98	105	8
Vermont and Mass.	100	25	20	—
Western	100	99	101	6%
Wilmington	50	29	38	4
Worcester & Nashua	100	51	61	4%

MANUFACTURING STOCKS.	Par.	Jan. 1st. 1853.	1852.	Div.
Amoskeag	1000	870	1185	7
Appleton	1000	650	945	6
Atlantic	1000	600	945	3
Bay State	1000	800	900	5
Boott Mills	1000	830	1030	7
Boz'n & Sand Glass Co.	100	123	123	—
Chickopee	1000	450	500	6
Coheco	650	475	500	8
Dwight	1000	600	870	6
Great Falls	300	185	215	6
Hamilton	1000	700	1000	7
Hamilton Woolen	100	63	85	3
Jackson	800	600	650	—
Laconia	1000	675	1000	8
Lancaster Mills	450	328	360	6
Lawrence	1000	700	950	7
Lowell	800	450	500	2
Lowell Blech	200	200	260	10
Lowell Mach. Shop.	500	275	425	3
Massachusetts Mills	1000	675	1045	6
Merrimac	1000	1190	1200	10
Manchester	1000	1020	800	—
Middlesex	1000	750	825	3
Nashua	500	380	465	8
New-England Glass Co.	500	520	660	10
N. England Worsted Co.	100	48	26	—
Otis	1000	650	1000	7
Palmer	1000	600	650	—
Perkins	1000	600	735	3
Salisbury	1000	1100	1020	6
Stark Mills	1000	600	930	6
Suffolk	1000	665	1025	4
Thorndike	1000	500	800	3
Tremont	1000	500	900	3
York	1000	800	1000	6

BOSTON BANKS.	Par.	Jan. 1st. 1853.	1852.	Div.
Atlantic	100	108	113	8
Atlas	100	101	107	7
Blackstone	100	97	109	7
Boston	50	55	58	8
Boylston	100	107	117	9
City	100	103	107	7
Cochituate	100	98	103	8
Columbian	100	100	105	6%
Commerce	100	99	108	8
Eagle	100	103	108	7
Exchange	100	104	110	8
Faneuil Hall	100	97	108	7
Freeman's	100	109	114	9
Globe	100	109	115	8
Granite	100	101	108	8
Grocers'	100	100	109	8
Hamilton	100	100	114	8
Market	70	84	88	10
Massachusetts	250	250	300	6

BANKS.	Per.	Jan. 1st.	1881.	1882.	Div.
Mechanics'.....	100	103	112	8	8
Merchants'.....	100	108	113	8	8
New-England.....	100	108	114	8	8
North.....	100	100	106	7	7
North America.....	100	100	109	8	8
Shawmut.....	100	105	111	8	8
Shoe and L. Dealer's.....	100	110	113	8	8
State.....	60	62	64	6%	6%
Suffolk.....	100	136	133	10	10
Traders'.....	100	99	107	7%	7%
Tremont.....	100	107	112	8	8
Union.....	100	108	113	8	8
Washington.....	100	100	105	6%	6%

There has been a very general rise in all descriptions of these stocks, and in manufacturing investments the advance seems to be higher than the actual dividends warrant, but probably there has been an improvement in the value of the stocks, through rise in property, on the books of the companies.

HOME AND FOREIGN COMMERCE OF WILMINGTON, N. C., FOR 1852, (JANUARY TO DECEMBER INCLUSIVE).—The facts and statistics included were collected by a retired merchant of Wilmington.

EXPORTS.		
Lumber, feet.....	32,336,889	
Timber, feet.....	3,409,016	
Spirits turpentine, bbls.....	96,843	
Turpentine, ".....	96,667	
Rosin, ".....	339,200	
Tar, ".....	16,650	
Pitch, ".....	7,806	
Peanuts, bushels.....	93,255	
Cotton goods, bales.....	4,120	
Value of coastwise exports.....	\$3,991,361 53	
" of foreign.....	549,107 74	
Total.....	\$4,540,669 57	

The following additional information is appended.

There are 23 stationary engines, amount of power not ascertained.

We have 7 steam saw mills, and 2 planing mills, capital invested about \$275,000. These saw in a year over 30 millions feet of lumber, and dress about 4½ millions do.

There are 10 distilleries working about 25 stills, capital invested probably \$100,000. These use in the course of a year about 150,000 bbls. turpentine.

The banking capital employed here is \$1,150,000. The Commercial has sought an increase of capital, and a charter for a new bank is asked of the Legislature. One or the other of these objects should be attained.

The Wilmington and Raleigh Rail-road cost over \$2,500,000. The capital invested by the people of this town is about \$500,000. It is in excellent condition, equal to any road in the country, the great highway for the travel, north and south, and for the last two

years has declared a dividend of six per cent.

The Wilmington and Manchester Road will cost \$1,800,000, capital invested by Wilmington \$500,000. It is in course of rapid construction, and when completed will largely add to the trade and prosperity of this place.

Our citizens have likewise invested \$138,000 in the capital stock of the North Carolina Rail-road, which is being pressed forward to completion, and which it is expected will likewise contribute to the growing trade and importance of this town, by emptying into its limits a portion of the resources of our western counties.

The Deep River Improvement has a capital of \$320,000 dollars, of which \$30,000 are owned by citizens of our town. The Legislature has recently appropriated \$80,000 for the relief of this enterprise, and its early and thorough completion is looked forward to with anxiety. Should this improvement meet the confident anticipations of its friends, a new impulse will be added to our commercial operations. It is expected that the vast deposits of our coal regions, ascertained to be inexhaustible and of all qualities, will, by means of the navigation of the Cape Fear and Deep rivers, find an outlet here, thus opening a new source of wealth, the future results of which cannot lightly be estimated.

There is a plank road in course of construction from this town eastwardly towards Onslow.

There are 9 steam and 20 tow-boats plying between Fayetteville and Wilmington, absorbing a capital of \$110,000. Two new steamers have been contracted for at a cost of \$32,000, one of which (a passenger boat) has recently arrived. There are, in addition to these, 4 steamers carrying the U. S. mail daily to and from Charleston and this place, 2 steamboats of light capacity, 2 tow-boats for carrying vessels to sea, and 1 additional, nearly completed, making on the river in all 19 steamboats.

There are three rice mills, one extensive, steam, and 2 propelled by water.

We have 2 marine railways of ample power.

The average rice crop, yearly, is about 180,000 bushels, worth 80 cents per bushel. The rice is said to be the best in the world.

The population of this town exceeds, it is estimated, 9,000 persons.

The number of vessels, their denomination, and nation, that have entered our port during the last year, are as follows: 1 American ship, 36 do. barques, 189 do. brigs, 482 do. schooners, 2 British barques, 25 do. brigs, 5 do. schooners, 3 Dutch galliots, 2 Hanoverian brigs, 1 Oldenburg barque, 2 Bremen barques, 2 do. brigs, 1 do. schooner, 1 Hanoverian schooner, 1 Dutch schooner.—Total, 753. These are exclusive of N. C. coasters,

and of the line of steamers to Charleston, which arrive daily, and which may be set down at between 1,000 and 1,100 additional. The number of men employed and tonnage we have been unable to ascertain in time for this publication.

There is a dredging boat in operation on the river; there are sundry threshing machines, machine shops, brick yards, &c., &c., which it is deemed unnecessary to enumerate.

#### RECEIPTS OF COTTON BY RAIL-ROAD AT VICKSBURG.

	1844.	1845.	1846.	1847.	1848.	1849.	1850.
Sept.....	1,602	2,315	3,658	1,143	2,079	4,771	6,224
October....	5,906	7,261	10,881	4,805	11,811	12,663	20,316
November..	8,450	7,717	9,338	5,300	12,896	10,937	22,273
December..	7,258	6,609	3,470	5,313	9,672	17,315	14,704
January....	4,995	10,673	7,013	3,329	10,710	9,833	14,084
February...	3,310	7,973	7,622	4,463	2,554	6,754	9,131
Total.....	31,717	42,548	48,862	34,512	40,723	62,134	68,732

CANADIAN CURRENCY.—A Canadian letter writer thus adverts to the subject in connection of the trade of Canada with the United States, now so rapidly progressing, and stimulated by the able reports and statistics lately published by Mr. Andrews, Mr. Seymour, and Mr. Sabine.

The growing commerce between Canada and the United States, some years ago suggested the desirability of assimilating our currency to that of the United States; and several unsuccessful attempts to that end have been made. Our currency, as it now exists, is a most anomalous and inconvenient thing. While our principal trade is with the United States and England, our currency is not that of either of those countries. It is a provincial currency, known as "Halifax Currency." The English shilling passes for one shilling and three pence, and the English sovereign for twenty-four shillings and four pence. We have made several efforts to come to the decimal system, and in 1850 our Legislature passed a law adopting the American decimal system; but the Lords of the Treasury in England told us that we were invading the royal prerogative, and must not presume to be so

Yankeeified as to turn our money into republican dollars and cents. We have subsequently been informed, however, that we might adopt a decimal system, though we were not allowed to have the American. Under this imperial license the Finance Minister set his wits to work and contrived the following decimal system, which has for some time been before the Legislature:

10 minims, 1 mark; 10 marks, 1 shilling; 12 pence 1 shilling; 5 shillings, 1 crown; 10 shillings, 1 royal; 20 shillings, 1 pound.

*Pounds, Shillings, Pence.*—12 pence, 1 shilling; 20 shillings, 1 pound.

*Pounds, Shillings, Marks.*—10 minims, 1 mark; 10 marks, 1 shilling; 20 shillings, 1 pound.

*Royals, Shillings, Marks.*—10 minims, 1 mark; 10 marks, 1 shilling; 10 shillings, 1 royal.

*Crowns, Shillings, Marks.*—10 minims, 1 mark; 10 marks, 1 shilling; 5 shillings, 1 crown.

If this scheme of currency be somewhat clumsy, it must be remembered that we were not permitted to adopt the best and most convenient, the American system of dollars and cents.



ART. XI.—OUR AGRICULTURAL STAPLES, ETC.

INTERESTING COTTON REMINISCENCES—NEW DESCRIPTION OF COTTON—ANALYSES OF MISSISSIPPI SOILS—NEW MODE OF DEFECCATING SUGAR—EXTENSION OF SUGAR REGION NORTHWARD.

INTERESTING COTTON REMINISCENCES.—A writer over the signature of the "Black Sluggard," has prepared for the *Charleston Courier*, an interesting paper with this title. We believe the author to be Mr. Bellinger. The paper of Mr. Seabrook to which he refers, will be found in the *Industrial Resources*, condensed.

"Oh plague, quoth Time to Thomas Hearne,  
Whatever I forget, you learn."

If the end of knowledge is to ascertain that we know nothing, the best memory must be that which is most forgetful. Let us, therefore, see how much we have forgotten about cotton—not Sir Edward or Sir Robert; but Koton.

In 1774 (3d Statutes, p. 613) an act for the further improvement and encouraging the produce of silk and other manufactures in this province, &c.

The preamble recites, "Whereas it appears from late experiments that silk of the best sort may be raised and produced in this province, if the culture thereof was put under proper regulations, and further bounties were given to such persons as are willing and capable to undertake the same; for effecting whereof, and the better introducing several other valuable commodities into this province, we humbly pray his most sacred Majesty that it may be enacted."

Section 5. p. 615, allows "for every pound of neat, well-cleared, merchantable cotton, the growth of this province, which shall be exported thence, the sum of three pence proclamation money (about  $\frac{3}{4}$  of a cent)." In the South Carolina Provincial Congress, January, 1775, see proceedings, (p. 39,) it was—

*Resolved*, That it be recommended to the inhabitants of this colony, to raise cotton, hemp, flour, wool, barley and hops.

At p. 36, are enumerated various articles, (indigo, hemp, corn, flour, lumber, pork, butter,) and the prices at which the committee of ways and means should receive them; but cotton is not mentioned—*de minimis non curat*—not much raised, (I suppose,) although in the account of the Province of Carolina in

America, published in London, at "The Elephant and Castle," in 1682, (see 2d Carroll's Historical Collection, p. 34,) it is said, that "cotton of the Cyprus and Smyrna sort grow well and good—plenty of the seed is sent thither." And in 1747-'8, (see 2d Carroll, p. 235,) there were exported from South Carolina seven bags of cotton wool, valued per bag at £3 5s. 1d. sterling, (\$11) or £25 Carolina currency.

In the proceedings of the Virginia Convention of Delegates, March, 1775, p. 7, it was—

*Resolved unanimously*, "That all persons having proper lands for the purpose, ought to cultivate and raise a quantity of flax, hemp and cotton, sufficient not only for the use of his or her own family, but also to spare to others on moderate terms."

In 1789, February 13, Gen. Washington, writing to Mr. Jefferson, (Sparks' Life and Writings, 9th vol. p. 469,) says, "Exclusive of these things, the greatest and most important objects of internal concern which at present occupy the attention of the public mind, are manufactures and inland navigation. Many successful efforts in fabrics of different kinds are every day made. Those composed of cotton, I think will be of the most immediate and extensive utility. Mr. Milne, an English gentleman, who has been many years introducing these manufactures into France, and whose father is now carrying them on, under the protection of government, at the royal chateau of Muette, in Passy, has been at my house this week, and is of opinion that they may be prosecuted in America to greater advantage than in France or England. He has been almost two years in Georgia, stimulating and instructing the planters to the production of cotton. In that state and South Carolina, it is said, the cotton may be made of a most excellent quality, and in such abundant quantities, as to prove a more profitable species of agriculture than any other crop. The increase of that new material, and the introduction of the late improved machines to abridge

labor, must be of almost infinite consequence to the prosperity of the United States;" and in a letter to Alexander Hamilton, 14th October, 1791, (Sparks' Life and Writings, 10 vol., p. 197,) he thus writes:—"How far, in addition to the several matters mentioned in that letter, would there be propriety, do you think, in suggesting the policy of encouraging the growth of cotton and hemp in such parts of the United States as are adapted to the culture of them. The advantages which would result to this country from the encouragement of these articles, for home manufacture, I have no doubt of; but how far bounties on them come within the power of the general government, or it might comport with the temper of the times to expend money for such purposes, is necessary to be considered. Without a bounty, I know of no means by which they can be effectually encouraged."

In 1519, the Mexicans made presents to Cortes of fine cotton cloths, (2d Robertson's America, p. 16.) Whether cotton was known to the Hebrews is a vexed question. Calmet thinks Shesh ought to be rendered cotton. (Exodus 28, 39, with Lev. 14, 4.) By statute 12, Car. 11, c. 18, (1672,) no cotton was allowed to be exported from the plantation or colonies, unless first put on shore in some port in England, Wales, or Berwick.

By statute 5 Geo. III., c. 52, (1765,) any sort of cotton wool might be imported duty free in British-built ships.

On the 4th July, 1790, Congress passed an act (the second that was passed by the new government), the first related to cotton, which imposed a duty of eight cents per lb. on cotton imported after the 1st Dec., 1790, on which day, as appears by the almanac of that year, we had "high winds and unsettled weather."

The *Gazette of the United States*, (New-York, 14th November, 1789,) says in the price-current list:

Indigo, (Carolinian),	3 to 6
Indigo, (French),	18
Cotton	2 to 6

In 1778, (4th Statute, p. 428,) an act repealing various acts, 1722 and 1770, and the resolution of 1775, passed for the encouragement of cotton, hemp, &c., which acts and resolution have fully answered the salutary purpose for which

they were enacted, and by the great increase and flourishing condition of the manufactures of this state, are now become unnecessary.

In 1801, (5th Statutes, p. 427,) \$50.00 appropriated for procuring the patent-right of Miller and Whitney's saw-gin, of which the editor of the *Encyclopedia Americana*, (edition of 1835, 3d vol., p. 572) says:—"The saw gin, invented by Mr. Whitney, is used for the black seed cotton; the seeds of which adhere too strongly to be separated by the other method," (roller gin.)

In December, 1801, (5th Statutes, p. 427,) a tax of fifty cents per each row of teeth in every cotton saw-gin used in this state, between 1st October, 1801, and 1st April, 1802. In 1803, (Resolutions, p. 88,) the Comptroller General says:—"By another resolve of the same session, the Comptroller General has been directed to take measures to compel Messrs. Miller and Whitney to refund the money received by them for their saw gin; in compliance with which, every measure in his power has been adopted to give effect to the intentions of the Legislature; but as yet no opportunity has offered of accomplishing the purpose proposed in that resolve. A tender of the notes and moneys received by them for licenses to use their gin has been made by Mr. Goodrich, their agent; but for reasons which must be obvious to the Legislature, they were not accepted. Should any specific measures be pointed out by the Legislature, relative to this matter, they will punctually be enforced."

At the same session, 1803, (5 Statutes, p. 472,) the appropriation was suspended until the lawyers, &c. could adjust the difficulty.

In 1804, (Resolutions, p. 68,) the following report was adopted:

The joint committee of both branches of the legislature, to whom was referred the memorial of Eli Whitney, report, "That on the most mature deliberation, they are of opinion that Miller and Whitney, from whom the State of South Carolina purchased the patent-right for using the saw-gin within this state, have used reasonable diligence to refund the money and notes received by them from divers citizens: and as, from several unforeseen occurrences, the said Miller & Whitney have heretofore been prevented from refunding the same;

they, therefore, recommend that the money and notes aforesaid be now deposited with the Comptroller General to be paid over on demand to the several persons from whom the same have been received, upon their delivering up the licenses for which the said notes of hand were given, and the said moneys paid to the Comptroller General; and that he be directed to hold the said licenses subject to the order of the said Whitney. That the excellent and highly improved models now offered by the said Whitney, be received in full satisfaction of the stipulations of the contract between the state and Miller & Whitney, relative to the same, and that the suit commenced by the state against said Miller & Whitney be discontinued. The joint committee, taking every circumstance alleged in the memorial into their serious consideration, further recommend that (as the good faith of this state is pledged for the payment of the purchase of the said patent-right) the contract be now fulfilled, as in their opinion it ought to be, according to the most strict justice and equity. And, although from the documents exhibited by said Whitney to the committee, they are of opinion that the said Whitney is the true original inventor of the saw-gin; yet in order to guard the citizens from any injury hereafter, the committee recommend, that before the remaining balance is paid, the said Whitney be required to give bond and security to the Comptroller General, to indemnify each and every citizen of South Carolina against the legal claims of all persons whatsoever, other than the said Miller & Whitney, to any patent or exclusive right to the invention or improvement of the machine for separating cotton from its seeds, commonly called the saw-gin, in the form and upon the principle which it is now, and has heretofore been used in this state."

In 1805, (Resolutions, p. 114,) the Comptroller General says: In obedience to the will of the Legislature, the sum appropriated for Miller and Whitney has been paid to Mr. Whitney, the surviving copartner, and his receipts obtained therefor. The models of the saw-gin have been deposited by him, and the resolution of the 18th December last has been in every respect complied with.

On the 21 Sept. 1801, G. F. Saltonstall, of North Carolina, took out a patent

for "cleaning cotton," and on 17th May, 1804, James Simonds and James M. James took out a patent for cleaning cotton; on 4th June, 1803, Saltonstall took out a patent for "a cotton saw-gin." But on 14th March, 1794, (two years before any other,) Eli Whitney, of Massachusetts, took out a patent for a "cotton gin."

Whitney was born 8th December, 1765—prepared himself partly by manual labor and partly by teaching, for Yale College, at which he graduated October, 1792; came to Georgia, and in the family of Mrs. Greene, (widow of the General,) prepared to study law, but fortunately had his attention turned to cotton. His partner, Miller, married Mrs. Greene. The State of North Carolina bought the patent-right for a tax of 2s. 6d., on every saw of every gin for five years. But a great deal of this tax and \$50,000 was spent in litigation in Georgia courts about the patent-right. In 1812, Whitney applied to Congress for a renewal of his patent, but without success. He died in January, 1825. Fulton said that "Arkwright, Watt, and Whitney, did more for mankind than any of their cotemporaries." Perfectly just. Producers before consumers—Arkwright before Alexander, Whitney before Wellington, in small matters.

In the book of patents, I see patents for cotton cleaners, cotton scrapers, cotton thinners, cotton inspectors, &c., but no patent for making cotton without work, and none (as yet) for raising the price of cotton unless it be an act of Congress.

In 1805, (7th Statutes, p. 120,) an act fixing the rates of storage of cotton in Charleston, not to exceed 12½ cents per week, for each bale.

In 1807, (7th Statutes, p. 122-3,) rates altered.

In Resolutions, 1808, (June,) p. 12, members resolve to attend dressed in homespun!

In Resolutions, 1809, p. 106, the following report, which was agreed to: "Report of the committee on incorporations on the petition of John Johnson, Jr., president of the Homespun Company of South Carolina. That they have considered the same and cannot recommend the granting the loan prayed for; but do recommend that the said South Carolina Homespun Company be allowed until the next meeting of the Legislature, to

report on the utility of the machine called the Columbian Spinster, so as to entitle, in case the same be approved, the inventor of the same to the sum provided for by law, for his benefit."

In Resolutions of 1812, p. 81, the following report, which was agreed to, and the sum was appropriated. (See A. A. 1812, 5 Statutes, p. 693.) The committee to whom was referred the petition of certain persons praying aid to enable them to establish a cotton manufactory, having had the same under consideration, respectfully report—

That from the information given them it appears that the purpose of the petitioners is to establish, at some suitable place in Greenville District, a manufactory for carding, spinning, and weaving cotton, the machinery to be impelled by water, the number of spindles to be employed, not less than 500, which is calculated will prepare thread sufficient for weaving 250 yards of cloth per day. The sum with which the petitioners pray to be aided is \$10,000, to be repaid with 7 per cent. interest, one half at the expiration of two years, the balance at the expiration of three years; and the said payment to be secured to the state by a mortgage of real estate, of the value of not less than \$100,000. The committee, therefore, impressed with the importance of encouraging domestic manufactories, and believing that the small loan solicited may be extended to the petitioners without inconvenience or loss to the state, recommend that the prayer of the petition be granted, and that a clause to that effect be inserted in the appropriation bill.

In Resolutions 1815, p. 90, the Sheriffs of Charleston and Richland were directed to sell the models of Whitney's saw-gin, and pay the net proceeds in the treasury.

In 1822, (6th Statutes, p. 180.) an act to prevent fraudulent packing of cotton, by putting in stone, wood, trash cotton, cotton seed, or any matter or thing whatsoever.

In *State vs. Holman*, (3d McCord's Reports, p. 306,) it was decided that pouring in an undue quantity of water was within the provision of this act. It has been held on circuit that plaiting a bag, (putting inferior cotton inside with good cotton all round,) does not come within the purview.

In 1836, 1838, and 1843 bills were in-

troduced to bring "planting" within the purview; but the planters not only answered "*notimus matre leges*," but began to talk about false weights.

In 1826, (6th Stat. 284;) an act "to make the fraudulent and secret taking of cotton, &c., before severance from the soil, larceny." The body of the act said nothing about "before severance," but used the words "shall take from any field." Thereupon, in the *State vs. Stephenson*, (not Roland but David,) 2d Baily, 334, it was after most elaborated discussion decided, (but with a strong dissentiente,) that cotton, &c., "before severance," did come within the purview. Stephenson contended that "before severance" was not in the body of the act; and that all presumptions were to be made in favor of the common law, which declares that you cannot steal land, and that water and grass, &c., are land. It seems to me one strong point was overlooked, viz.: if the words "before severance" had been in the body of the act (and the court held them to be there by implication) then how could he take the cotton or corn "before severance?" However, it is easy for speculators to make remarks. Indeed it takes the law to catch a rogue; for in *State vs. A.* (1st Hill, p. 364,) the judges decided that A. was guilty of larceny in taking part of the crop before division, though the planter had agreed expressly that poor A. should receive a part of the crop for his services. On similar principles it was held, in *Rogers vs. Collier* (2d Baily, p. 581), that the sheriff cannot levy on the overseer's part of an undivided crop.

In 1834 (6th Statutes, p. 516,) an act forbidding shopkeepers or traders from trading with slaves for cotton, rice, indian corn, or wheat, or with free persons of color (in Charleston) for rice or cotton, without permit from guardian.

In McCullough's Commercial Dictionary—cotton—so far had been written, Mr. Editor, when I exercised the faculty of forgetfulness so strenuously that I fell asleep; and, on waking, I received by the mail Mr. Seabrook's excellent memoir on cotton.

NEW DESCRIPTION OF COTTON.—We have received, says the New-York Economist, through the politeness of Messrs. J. C. Henderson & Co., of this city, a very remarkable specimen of cotton,



destined for the World's Fair. It was procured by one of the most enterprising and intelligent merchants of Texas, from the "Pino" Indians. It is of a texture and strength of fibre superior to any ever before offered in this market. To the touch it has the feeling of silk, being destitute of the harsh feeling incident to cotton. It is of a long staple, and of a beautiful clear white color. We understand that the enterprising discoverer has procured a quantity of the seed, and will enter extensively into the culture. It has been found under circumstances which lead to the hope that the degeneration of the quality, usual upon these fine qualities, will not be encountered in this case.

**ANALYSIS OF MISSISSIPPI SOILS.**—We publish with pleasure the following letter, and hope that our planters will give more attention generally to this subject of analysis of soils:—

*Dear Sir,*—Enclosed you will find an analysis of two samples of soil (soil and subsoil), made by Professor Riddell and Brother, at the University, which may be interesting to some of your agricultural and scientific readers. The subsoil was taken from a depth of about 8 inches, while the other was taken from the surface.

They are from No-mistake Plantation, the property of Mrs. Sarah D. Partee, situated on a prairie at the foot of the range of hills between the Big Black and Yazoo Rivers, about four miles from the latter, in Yazoo county, Miss.—being some twenty-five miles from Vicksburg. The lands are elevated 3 feet above the overflow of 1849, and 18 inches above that of 1828. Between them and the Yazoo, the growth consists of gum, palmetto, and a few bunches of cypress; the cypress being  $4\frac{1}{2}$  feet below the gum, and from 2 to 3 feet below the palmetto.

The prairie has been in cultivation about 30 years, and when first cultivated gave a yield of from two to two and a half bales of cotton to the acre. The same now produces only about one and a third bales to the acre.

The upper or surface soil is dark, while the subsoil is comparatively light. My reason for getting the analysis made was to determine whether I might not expect to improve the crop by deep ploughing.

The analysis seems to indicate that such will be the case, and I am now reaching a depth of eight inches, though the usual furrow has been only four.—

Yours, very truly,  
W. B. PARTEE.  
New-Orleans.

ANALYSIS.

W. B. PARTEE, Esq.—*Dear Sir*—The analysis of the two samples of soil which you left at the laboratory, gives the following results:—

	Surface soil.	Subsoil.
Specific gravity.....	2.472	2.047
Silica and Silicious Sand.....	90.250	89.790
Alumina.....	2.310	2.420
Oxide of Iron.....	0.790	0.851
" " Manganese.....	a trace	a trace
Lime.....	0.650	0.945
Magnesia.....	0.450	0.375
Phosphates of Iron & Alumina.....	0.530	1.844
Humic Acid.....	1.567	0.881
Insoluble Humus.....	1.133	0.512
Other organic matter, by calcining.....	0.950	0.597
Potash and Soda, not determined.	98.650	98.515

Yours, very truly,  
J. L. & W. P. RIDDELL.

Chemical Laboratory, Univ., La.,  
March, 1853.

NEW MODE OF DEFECATING SUGAR.

The public will be glad to learn that a new and simple and highly successful mode of clarifying sugar has been recently discovered and put in practice by Wade H. Gilbert, Esq., of the parish of Ascension. The results of the experiments thus far prove that sugar can be obtained by simply clarifying the juice in the *grand*, as white and fair as it is possible to make it by any other means.

The defecating fluid used exclusively by Mr. Gilbert is prepared for the common open bottles, and no extra expense or outlay is required in its application. The fluid is put into the *grand*, instead of lime, which has hitherto been used, and clarifies without coloring, or any way of impairing the strength and purity of the juice. The clarification is so perfect that the syrup, when thrown off into the coolers for granulation, is to all appearance as rich as ordinary vatting syrup, and consequently more sugar is made, and more rapidly too than by any other mode.

The charges made by the discoverer for the use of the fluid is merely nominal in comparison to the benefit derived to the planter, say one dollar per hoghead for the season, and the cost of the fluid,

which is about 30 cents per hoghead additional.

The system adopted by Mr. Gilbert offers every advantage which can be derived from the common style of sugar-houses, without any change of fixtures, and without any additional cost.

The experiments thus far have been very satisfactory, and beautiful sugar and syrup have been made from inferior juice even, and sold at an advanced price.

Mr. Gilbert intends to issue circulars, and to call on the planters generally to introduce his *defeating fluid* in season for the coming crop; and we earnestly commend to those who are interested in the culture and manufacture of sugar, to avail themselves of his discovery. It is believed by many who are acquainted with the facts, that in the event all the expensive machinery and elaborate modes of fabricating sugar will give way to this simple process, which requires no additional outlay beyond the ordinary furnace, and is within the reach of all, even the most economical planters.

**EXTENSION OF SUGAR REGION NORTHWARD.**—Dr. Kilpatrick, of Louisiana, in a note to us, thus refers to the paper by Dr. Cartwright, which we published in our March number, upon the extension of the sugar region:—

In addition to the many facts adduced by the Doctor, I can say that sugar-cane has been successfully reared in Georgia, as far north as the 33°. In 1827, '28, '29, and '30, my father raised several acres of the common creole or green cane, as well as the ribbon, from which he expressed the juice, with a common

horse-mill, the rollers being made of logs set upright, and made sugar and several barrels of syrup or molasses. The boiling was done in common large pots. The cane grew luxuriantly, and matured often 12 and 13 joints. My quondam friend, Col. A. H. Anderson, of Burke Co., Ga., a man of considerable fortune, also made sugar pretty largely several years, but abandoned it because the crop interfered with cotton, and prices were not remunerative enough to induce him to go to the expense of a large establishment, and also the difficulties of reaching a market were too great, as he lived 50 miles from Augusta, and 95 from Savannah. My father lived a few miles from Col. Anderson, in the same county. The soil of that section of country is rather thin, the growth being oak and hickory, thickly interspersed with short-leaf pine.

I have no doubt, though, that, as more rail-roads are made, and facilities for reaching market are increased, and also as the machinery required for sugar-making becomes cheaper, that thousands of planters will make it in regions much farther north than it has ever yet been thought practicable. Again, cane, like many other plants, can become acclimated gradually to regions which have generally been considered uncongenial to its growth.

About the time above specified, there was quite a cane fever, or sugar mania, in South Carolina, and no doubt many old planters there now can tell you of their experiments. By reference to old volumes of "The Southern Agriculturist," of Charleston, you may glean many interesting facts on this subject.

## ART. XII.—MANUFACTURES AND MINES.

KENTUCKY MINERALS.—COAL AND IRON OF MARYLAND.—COPPER OF EAST TENNESSEE.—SOUTH CAROLINA MANUFACTURES.

**KENTUCKY MINERALS.**—Mr. Kettell, of New-York, speaks of a discovery in Kentucky likely to be of great importance. It is of a *lithographic stone*. We give an extract in regard to it:

"Some time since we made some mention of a land and marble company, organized to work marble quarries discovered in the Kentucky mountains, and promising to afford an ample supply

of building and ornamental stone, so much wanted at the West. We have since learned that, of the five descriptions of marble got out upon the lands of the company, one of them has been discovered to be lithographic stone of a quality, said, by some artists who have used it, to be superior to the German stone.

This discovery is the more singular,

that since the invention of the art of lithography, a suitable stone has never been found, except at one place in Germany, viz: Solohofen, near Munich. Many similar stones, (viz., compact limestone,) have been discovered, but none that have fully answered the purpose. It has resulted that the art has been cramped by an insufficient supply of the material. The German quarry has been worked some 300 feet below the surface, and when the blocks are out they are subject to the expensive land carriage of the interior of Germany. They consequently come very high, and in New-York vary in price from eight to twenty-four cents per pound, according to the size and freedom from crystals and veins. A stone of a few feet surface sells for some \$600. The Ohio River Marble Company state, that their facility of quarrying is such that blocks of any dimensions can be supplied at merely nominal rates. Thus, a block of stone measuring a cube yard will weigh 4,050 lbs. or two tons, and will cut into seven lithographic stones one yard square and four inches thick. These, free from blemish, at present minimum market rates, would be worth \$300.

**COAL AND IRON OF MARYLAND.**—We take the following from the *Baltimore American*, in regard to the Coal and Iron products of Maryland:

"In 1836 and 1840 our late scientific fellow-citizen, Professor Ducatel, who was then geologist of Maryland, made an examination of the great coal and iron basin in the western part of the state, which should be resorted to at the present day, when Baltimore is taking an inventory of her treasures.

"In 1836 systematic researches were made under the direction of the George's Creek Coal and Iron Company, in order to expose a complete section of the Frostburg basin. This operation developed, in a height of four hundred and fifty feet, eighteen beds of coal, the largest of which is fourteen feet thick, while the total thickness of all combined is not less than fifty-two feet. In this space there are also seventeen feet of iron ore. Dr. Ducatel estimated the whole coal field to be one hundred and seventy-six square miles, or nearly 113,097 acres, from which he subtracted 26,250 acres for denudation by streams and water courses, leaving 86,847 acres

as area underlaid by beds of coal and iron ore.

"As many of these strata are but two feet in thickness, and may not be economically mined, it was judged best not to estimate the workable seams at more than forty-five feet or fifteen yards. Assuming this quantity as correct in the following calculations to ascertain the whole number of cubic yards in the coal field, we shall have: extent in acres, 86,847; number of square yards per acre, 4,840; thickness of beds, 15 yards. These numbers multiplied together will give the whole number of cubic yards, 6,305,137,287; and as one ton of coal is regarded as occupying the space of one cubic yard, there is in the basin no less than six thousand three hundred and five millions one hundred and thirty-seven thousand two hundred and eighty-seven tons of coal!

"The iron ore is scarcely less wonderful in quantity. It is calculated that quite nine feet, or three yards, may be assumed as workable: accordingly, if we take the same elements for calculation as for coal, the total amount of ore was 1,126,027,457 yards, and in weight, 3,237,576,144 tons, or about one half the weight in the coal basin; but enough to yield, in the proportion given by the test of practice, one thousand and seventy-nine millions one hundred and ninety-one thousand seven hundred and fourteen tons of crude iron.

"At the period when Dr. Ducatel made his calculation, it was supposed that this prolific mineral district would be much sooner tapped and developed by the exclusive channel of the canal. In those days coal transportation by railway was not dreamed of. But the failure to complete the canal until within a short period, and the very recent equipment of our rail-road for coal trade, have left the Alleghany basin comparatively virgin; so that to Baltimore, in all likelihood, will belong the privilege of supplying the world with our valuable minerals. This is properly a Maryland business. The city of Baltimore contributes about one-half of the taxes of the state; and, profiting by the experience of Philadelphia, it cannot see this trade wrested from us by the towns of the district. The concentration of our coal and iron in a market out of the limits of Maryland would be a disgrace to the enterprise of our people, especially

when they consider the *commercial* value that would be given to our coal when in the city instead of at the mine, and the immense capital that such an augmented price would put in circulation among us. In estimating the coal at but 25 cents per ton, it would bring to Alleghany miners more than one thousand five hundred millions of dollars; but if we sell each ton in *Baltimore* for four dollars, instead of twenty-five cents at the mine, we shall introduce into our city a capital of from two to three millions of dollars annually. This calculation cannot err, because the sea and river steamers of our great commercial cities, as well as the fuel of dwellings and factories in other states, will surely demand from us 500,000 or 600,000 tons of our coal every year. Professor Johnson long ago declared that it was the best "evaporative material" in existence, and experience has proved the accuracy of his scientific test."

**COPPER OF EAST TENNESSEE.**—On the subject of the copper mines of East Tennessee, and the progress of that portion of the state, the "Knoxville Register" furnishes some interesting facts.

Within the last year the attention of the public has been directed to the copper mines of East Tennessee in sundry ways—by the announcement of the fact that the mineral had been discovered in the greatest abundance, then by the fact that the ore was being taken from its bed and transported to market, then by its sale at high and enriching prices to the miner, and then again by the fact that it contained silver in sufficient quantities to pay all the expenses of preparing the copper for market. These striking facts are disclosed by the first attempt to open the mines, and the further the mining has proceeded, the more extensive do the mines seem to be, while indications of valuable mines are constantly presenting themselves at other points; so that it has now become a fixed fact that we have in East Tennessee copper mines of the richest quality, capable of yielding an inexhaustible quantity of the mineral.

These mines are in latitude  $35\frac{1}{2}^{\circ}$  N. and  $7^{\circ}$  W. from Washington, and the Lake Superior mines are in latitude  $47^{\circ}$  N. and  $19^{\circ}$  W. from Washington. The Lake Superior mines are  $23^{\circ}$  W. from the city of New-York, to which point the ore must be transported at the expense of several reshipments, and also

several hundred miles of land carriage, while the East Tennessee mines are only  $4^{\circ}$  W. from the city of Charleston; and so soon as the Blue Ridge Rail-road is constructed, the ore from some of these mines may be transported to Charleston at a cost not exceeding eight dollars per ton. Besides the fact that the East Tennessee mines are as much as  $19^{\circ}$  nearer the sea-board than the lake mines, the difference in latitude is also greatly in their favor, being, as they are immediately contiguous to a section of the country which abounds in cheaper provisions, which has a more salubrious climate, and furnishes cheaper labor than any other portion of the Union.

In view of the advantages, we do not hesitate to predict that many millions of dollars will ere very many years be employed in working these mines, and that larger fortunes will ultimately be realized by those who become the owners of these and other mineral lands in East Tennessee (considered, as many of them now are, to be valueless almost) than have been acquired either in California or Australia.

A few years since two or three gentlemen, learning that there were indications of the presence of some valuable mineral on a lot of ground in East Tennessee, containing about one hundred and forty acres, concluded to purchase it, and did so, for about one thousand dollars. About a year since they made a sale of the same land for thirty thousand dollars, and within a few weeks past the same land was sold for the very large sum of three hundred thousand dollars.

Another fact: A few years since two or three gentlemen became owners of 50,000 acres of mountain lands, at a cost to them of about one thousand dollars. For the same lands they have since refused twenty thousand dollars, and now we doubt whether they would sell these lands for one hundred thousand dollars.

These unprecedented advances are to be attributed to the development of the minerals with which the lands referred to abound, and the approach of rail-roads, which furnish facilities for getting the minerals to desirable markets.

In view of these developments, we have not the slightest hesitancy in asserting that there is no portion of the continent, of the same extent of territory with East Tennessee, that presents such a harvest of gold to the enterprising



capitalist as may be reaped in this "Switzerland of America." It will soon be bisected by the great line of railway extending from the British province of New-Brunswick to New-Orleans, and again by a great line from the lakes, passing through the valley of the Ohio to the Atlantic. When these great chains, crossing at this point, shall have thus linked together the various portions of our country, the immense mineral resources of East Tennessee will attract the attention of capitalists, and then will the iron, coal, copper, zinc, lead, timber, water-power, soil, marble, lime, &c., which have been hitherto (and are even yet in many instances) considered as utterly and totally valueless, for want of outlets to markets, become sources of boundless wealth to their fortunate owners.—*Knoxville Register*.

**SOUTH CAROLINA MANUFACTURES.**—We are indebted to a friend in South Carolina, whose name we do not think we are permitted to use, but who is one of the most enterprising of its citizens, for the following interesting notes of a visit made by him to the interior of the state, and of the improved condition and enlarging industry of the people whom he found there. South Carolina wants many such sons. They are at present little appreciated. In the seven years that we have edited our Review, a less support has been extended by her to it than she has given to a score of northern works. The reason is, there is little taste in South Carolina for industrial statistics, and facts bearing upon general progress. There is less real disposition to sustain anything, *originated at home*, whatever theories may be maintained to the contrary. As one to the "manor born," we are at liberty to speak thus plainly, though we have not tolerance enough to permit another to do so. Will South Carolina ever change in this? Will she act with the eloquence and power with which she above all others can speak?—Will she?—we hope it—we believe it!

Columbia never before stood on such a vantage ground of prosperity. She needs but a liberal policy on the part of her capitalists and banking institutions to make her prosper beyond example in our state. She is being built up by mechanics and manufacturers, and the prosperity which such men bring to a place is as solid and enduring as it is

rapid and perceptible. Everywhere the busy hum of industry resounds, and the demand for new laborers is increasing.—Carpenters, engineers, masons, blacksmiths, car-builders, stone-cutters, coach-makers, painters, and printers, all find ready employment here, and the completion of the railroads which now diverge from this point in every direction, will but serve to augment the demand for skilful labor of all sorts that now exists here. If these railroads do not greatly benefit Columbia—and it is predicted by the croakers they will injure it—it will form a new feature in the history of railroads that has no counterpart in the past. But away with such croakings! We have not the patience to expose the erroneous arguments of those who forebode evil. Why should we trouble ourselves to prove that which is self-evident.—Who is there that has lately seen Columbia who does not perceive she is going ahead? The gun factory here is now in full operation—it is a fine building, of handsome proportions, and is situated on the top of a very high hill on the west side of the town, near the residence of Mrs. Taylor. The machinery is all of the most perfect description, the engine an admirable piece of work of Charleston manufacture—and all the parts of the arms they make, rifles, muskets, pistols and sabres, are made within the building in the most perfect manner. The enterprise of Messrs. Boatwright and Glaze deserves to be well rewarded, as doubtless it will be by the large state contract which they have taken.

This Mr. Boatwright is the same gentleman who, in connection with Mr. Pomeroy, has established a coach factory here, where vehicles of elegant design and superior workmanship are produced in considerable numbers, and are sold at prices quite as low as those of the same finish brought from the North. When, as in this establishment, the mechanics of South Carolina, by skilful management, thus demand the patronage of their fellow citizens without asking any favor in price, they cannot fail to extort an extensive patronage even from a people so prone as we are to preferences of everything foreign.—The new fire proof building in the state house square is going up, and is built of native granite of beautiful color and fine quality.

Alongside of those gate-posts of the

capitol, which have been characterized as "enduring monuments of our shame"—being of Quincy granite—we have now similar ones of native granite—the massive iron railing having been extended from the capitol garden to the corner of Bridge-street, and they are of such beautiful appearance as to contrast most triumphantly with the northern stone.—May we not hope that the building now going up will prove but the beginning of a state-house on such a scale as will challenge as much our future admiration as the existing one does our present execration.

I must now beg to be indulged in carrying your readers with me on a visit to one of the most complete and promising little manufacturing establishments to be found anywhere either within our state or out of it. I allude to the chair factory and turnery of Dr. Percival, a few miles from the town. It is most charmingly located in the sand hills—a region that knows no unhealthy season. The water power is supplied from a beautiful lake which, like many others hereabouts, finds its source in the sand hills, whence there comes a never failing supply of water. It is as true as it is surprising, of these collections of fresh water, that they are in nowise detrimental to the health of the inhabitants. Issuing out of the white sand beds, a number of minor tributaries concentrate in sand-bottomed beds, and so slight is the deposit of vegetable matter that their beds preserve almost their primitive whiteness. Their surfaces seem but to subserve the cooling exhalation without evolving any of their fatal miasms, which are so generally characteristic of fresh water bays or lakes, whilst the clear pure and deep mass of water—free of anything harmful, and with bank and bottom of the most inviting character—presents in the heat of summer an invitation to bathing which can hardly be resisted. It is perfectly true that earth presents scarcely a spot where a man may more easily pick up a living than in these same sand hills, and yet the inhabitants for the most part are the most wretchedly inert, and therefore continually stunted people to be found anywhere. This is owing on the one part to the absence of that stimulation which the state is bound to furnish in public schools, and on the other to the heavy drag upon their morals which the state

elections biennially impose on them by means of corrupt practices. Freeman are here, as with us in Charleston, openly and shamelessly bartered for, or bought up like cattle in the market, and whilst the politician perjures their souls, the whisky seller perishes their bodies.—But amongst these sons of the desert, civilization is creeping in. Oases are springing up everywhere, and by the infusion of mechanical enterprise, we may yet hope to see these so much to be pitied sons of Carolina rendered virtuous, happy and useful people. Almost every mechanical establishment in and about Columbia gives employment to some of the sand-hill boys; and in the factory of Dr. Percival, we were pleased to learn, are several energetic and respectable young men, natives of these diggings, who were at work, and exhibiting all the skill and aptness of their more experienced mechanical tutors. But to the factory itself. It is not on a very large scale, but as complete as it can be for all the purposes contemplated by the enterprising and well managing gentleman who projected it. Turning in all its varieties is done here, with the greatest precision and nicety, and with almost incredible rapidity. In the manufacture of chairs, when the circular and vertical saws have answered all the demands that may be made on them, there is but little required which the lathe cannot accomplish—and here it is all done to perfection. Chairs of beautiful and varied patterns, some of them original in design, and superior, as affecting comfort and elegance, to any we have ever seen of northern make, are turned off by hundreds. The chining is done here in beautiful style, and some of the female slaves employed in this department, exhibit, after but a brief experience, a facility and quickness really surprising—inasmuch as they perform what is regarded amongst the Yankees a full day's task with the greatest ease and in a more perfect manner. We were shown several specimens of eaning from different northern factories, executed by first-class operatives, which, upon comparison with those executed by the women here, were found to be most decidedly inferior to the latter. The painting, both plain and ornamental, is also done here in the best style. But now for the most important item—the cost! The chairs are made at a less cost than in any northern factory—even

now, whilst a part of the labor here is paid for in this pioneer factory at a rate much beyond what it will be procurable at as soon as a sufficient number of operatives shall have been drilled on the spot. The sophomores and juniors are studying faithfully, and are forward scholars—ere long we may look for a graduation of seniors, who will immediately set about the work of pioneering themselves in other parts of the state.

Thus it is always that a mechanical school, like a literary one, continually sends forth its graduates to enlighten and benefit society. But we return to our assertion, that to make a chair costs here less than any where at the north; and how can it be otherwise? The power which nature supplies in this sand-hill lake is as constant and regular in action as it is exhaustless in quantity, and keeps within its proper metes and bounds without any restraint of bank or dam, for just at its narrow mouth is placed the mill-race, which a single flood-gate controls. Around, and in sight of the mill, grows the very kind of trees that this manufacture requires for its materials: oak, bird's-eye and straight-grained maple, walnut, beech, hickory, birch, elm and China-tree woods, which together furnish almost all the materials that even the highest art in chair-making calls for. The trees are merely stripped of their limbs, and, in the green state, without even stripping off the bark, are put under the saws, which by various cuttings soon reduce them to the diminutive shapes of the trade—then by a quick and most perfect process they are seasoned in a few days, and afterwards finished up for sale. By this means the lumber is laid down at the mill at the smallest possible cost, no expense of large lumber storehouses is incurred, and

no interest paid on capital lying idle in a lumber investment. Almost every particle of the forest tree is used to advantage, even the bark being stripped from the edges of the sawed pieces to finish the material, now coming so much into use, for rustic arbors and chairs, &c. for gardens. In every department of this model factory we perceive indications of a thorough perception of the art of producing the largest representation of mercantile value at the smallest possible outlay of domestic means. The materials at the very doors cost almost nothing; the water power, never failing, works without wages; and the manual labor, costing even now as little as northern labor, may be and will be, under a Percival's skilful and eminently practical management, made, by the judicious intermingling of slave male and female labor with that of the native whites, and their imported tutors, cheaper than it can possibly be had for in any northern locality. Here then, with all the elements of cost at the lowest rate, the wares of this factory would contend successfully, even for a foreign market, with the keenest Yankee competition. As to the home market, the Doctor will have undisputed possession to the extent that he can supply the various styles called for in the trade. It costs quite as much to bring a Windsor chair from New-Hampshire or Massachusetts, (the principal seats of this kind of manufacture,) to Columbia, as the original price of it in the home market. We will call it precisely the same. Thus it will be seen that, even admitting the cost of manufacture here to be as much as at the north, which it is not, they will yield a profit of one hundred per cent, if sold at the price which the northern chairs cost laid down here.

#### ART. XIII.—INTERNAL IMPROVEMENTS.

LETTER OF HON. JAMES ROBB—NORTH ALABAMA AND SAVANNAH RAIL-ROAD—RAIL-ROADS OF ALABAMA, GEORGIA, FLORIDA, MISSISSIPPI, LOUISIANA, INDIANA AND ILLINOIS.

THE HON. JAMES ROBB, in a letter to Col. de Russy, a pamphlet copy of which he has kindly furnished us, argues with ability the question of state subscription to rail-road works, and thus refers to the three great lines of improvement in

which Louisiana is now so much interested.

The Opelousas or Great Western Rail-road may be constructed from New-Orleans to the Sabine River, at a cost not exceeding fifteen thousand dollars

per mile, estimating iron, materials and labor at their present cost. The almost unbroken surface of country over which it will be located will render it the cheapest road in the world for the transportation of freight and passengers; and, without being able to estimate its business, which in time will prove of the greatest magnitude, I assume that its expenses will be less, in proportion, than any great road in Europe or America; and that, in any event, it will prove one of great profit to the state and its stockholders. You who know better than I do the country which is to be peopled and improved by means of this great improvement, can best judge of the accuracy of my prediction.

The Vicksburg and Shreveport Road, while not commencing with the advantages of the Opelousas Road, which has its terminus opposite a city of 150,000 inhabitants, is of the highest importance to the state and the region of country through which it passes, and is such as to possess the strongest claims to the most favorable consideration of the Legislature. I fully concur in the accuracy of the memorial submitted by Mr. Coleman, President of this company, and am convinced that the friends of this improvement have not overrated its importance, and that it cannot fail to prove highly productive, and when completed, become the great highway of emigration to the extensive territories of Western Louisiana and Texas.

The Great Northern Road may be constructed, at the present cost of iron, materials and labor, to the Tennessee River, at a cost of ten millions of dollars, or about twenty-three thousand dollars per mile; and the careful inquiries and reports of those charged with the examination of that portion of the route crossing the swamps and prairies, furnish conclusive testimony in favor of the practicability of the route adopted. A large portion of the road traverses a country of resources and fertility which is capable of supplying a business which alone would give support to the road, independent of other sources.

We however rely on its important connections, and the facilities it will afford to travel and rapid intercommunication, as most likely to prove its great and chief source of profit. The completion of this road to the Tennessee River will at once command the travel

descending the Mississippi and Ohio rivers, and enable the passenger leaving St. Louis or Louisville, to reach New-Orleans in sixty hours, without incurring the delay and dangers of a voyage of a thousand miles on the Mississippi River.

Aside from its advantage in this respect, it will have its connection with the Mobile and Ohio Road, reaching to the Ohio River, and from thence by the Central Railroad of Illinois to Chicago and the northern lakes; also the Memphis and Charleston Road, terminating at Chattanooga. From this point railroad communication is already open to Charleston and Savannah; and from it there is now in progress of construction an entire line of rail-road *via* Knoxville in East Tennessee to Alexandria on the Potomac, for all of which the means of completion have been secured by the liberal aid of the states of Tennessee and Virginia. While communication with the Pacific is carried on, either by the Isthmus of Darien or Tehuantepec, or any other route than by a direct railroad to the Pacific by a northern line, the Great Northern Road will absorb the entire travel between the countries on the Pacific and the states located east of the Mississippi and Ohio rivers. What will be the commerce of such a road, leading as it does from a city of one hundred and fifty thousand inhabitants, and of the largest export of raw produce in the world?

We have some additional facts in regard to the Shreveport Road, furnished us in the address of the President, N. D. Coleman, Esq.

The direct influence of the road, here advocated, upon the northern parishes of Louisiana, has been noticed. Its effects upon New-Orleans, our commercial mart, will now claim our attention. It has been deduced that 300,000 bales of cotton will be the increased product of the northern parishes, by the completion of our road. It will be but a reasonable calculation to suppose there must follow an increased production of cotton in that tier of counties in Arkansas, only a short distance north of our route, say that it will amount only to 50,000 bales. In like manner, the counties in Texas, north of the line of the Opelousas Railroad, will be induced, by the facilities offered by our road, to extend the culture of cotton to the amount of 50,000 bales. The total amount of increase,



then, will be 400,000 bales of cotton, all of which will reach New-Orleans by way of the road to the river, and by the river from Vicksburg. The value of this augmentation can scarcely be estimated.— If, however, each bale leaves only \$5 for storage, pressing, commissions, &c., it amounts to two millions of dollars. But the commercial and monetary transactions, predicated of this large amount of cotton, will take a much wider range, and secure much more beneficial results; perhaps it may contribute to the establishment of a direct importing trade.

If the Vicksburg, Shreveport and Texas Road shall be extended through the northern portion of Texas, it will not have progressed far before it reaches the grain-growing regions of that state. The country between latitudes 32 and 33°, north and northeast of Austin, is adapted to the growth of wheat, at the rate of 50 bushels per acre, weighing from 60 to 64 pounds to the bushel.

The facilities offered by the road are destined to superinduce the manufacture of flour in that section, which will find its market in the city of New-Orleans. So far, then, as New-Orleans is concerned, the Vicksburg, Shreveport and Texas Rail-road, occupies *in fact*, and should occupy, in the estimation of all Louisiana, especially of New-Orleans, a very high degree of importance.

It is estimated that the road will be 206 miles long, and cost, including bridges, buildings, motive power &c., \$3,145,339.

Under the title of the *North Alabama and Savannah Rail-road*, an article lately appeared in the *Savannah Republican*, which we extract: "Permit me to call your attention to a projected line of rail-road, not put down on any map, but which, when carefully examined, will be found vastly to contribute to the trade and commerce of Savannah, and the increase of tonnage and passengers going over the Western and Macon and Central rail-roads.

"If you will examine the map of Tennessee, Alabama and Georgia, and draw an air line from Memphis, Tennessee, to Savannah, Georgia, it will at once appear that Decatur, North-Alabama, Griffin and Macon, Ga., are nearly upon that line. A line of road, therefore, reaching from Memphis, Tenn., to Savannah, via Decatur, to Griffin, would at once be pre-

ferred above all others to Baltimore; Philadelphia and New-York; for all descriptions of freight from the south and southwest seeking those points; also for all merchandise shipped from the northern cities seeking the south and southwest within its influence or range. It would also control a vast amount of travel which will otherwise take the East Tennessee and Virginia Rail-road. In fact, it is the only route, including all roads already made, or in contemplation, which will carry freight or passengers as quick as the East Tennessee and Virginia route from north to south via Memphis.

"The road from Memphis to Decatur will be completed in three years at farthest (a distance of less than two hundred miles,) under the charter of the Memphis and Charleston R. R. Co., and the only portion of this contemplated new route to build is from Decatur, Alabama, to Griffin, in Georgia, a distance of about 170 miles; and it is rather a remarkable fact that following the air line from Decatur to Griffin leads us through, or very near to, the only practicable route known from North to Middle Alabama, to wit: through Morgan, Marshall, touching the lines dividing De Kalb and Cherokee from St. Clair, and through the centre of Benton county, near Jacksonville, the county seat, thence to near Gadsden, and through Newnan, to Griffin.

"This road would, to a very considerable extent, drain the whole of North Alabama above and below the Muscle Shoals, which region of country is generally known as the Tennessee Valley, making annually from seventy-five to one hundred thousand bales of cotton, varying according to seasons; and with a plank road made to Elktown, Tenn., which is thirty miles north of Decatur, Ala., from ten to twenty thousand bales more would, in all probability, seek its way to Savannah. Upon reaching Coosa Valley from Rome, in Ga., to Talladega county, the road runs through a section of the country, yielding at least twenty thousand bales more, which would be tributary to it.

"Thus, it will be perceived that, in the article of cotton alone, the road would intersect a portion of country yielding from one hundred to one hundred and twenty thousand bales, and, with the aid of the plank road, or roads, could contribute one hundred and thirty-thousand bales.

"Again, goods purchased in Baltimore, Philadelphia or New-York would, almost necessarily, be sent by way of Savannah, to supply all the section of country intersected by this contemplated road to Memphis, Tenn., and beyond that point, to a portion of West Tennessee, Mississippi, Arkansas and Texas. Besides, it would induce a considerable carrying trade all along the line of road from St. Louis, Mo., in flour, hides, and other articles of commerce, which she has for exchange for other products of other sections of the country.

"And the grand reason why I believe all these anticipated results will be realized, is in the fact, mainly, that Decatur, North Alabama, *via* this new route to Griffin in Georgia, is *nearer* Savannah than Chattanooga is to Charleston by rail-road. The distance from Chattanooga to Charleston, by railroad, is four hundred and forty-four miles. The distance from Decatur, Ala., to Griffin is 170 miles; the distance from Griffin to Savannah is 249 miles. Making, in all, the distance from Decatur to Savannah 419 miles. But, allowing the road to diverge at various points, it is sufficient to establish the important fact, that Decatur will be as near Savannah for freight or travel as Chattanooga is to Charleston, making a difference of length by rail-road of 130 miles, and by river of 185 miles, in favor of the new route to Savannah—sufficient, in my estimation, to overcome all competition by other lines.

"The distance in miles being so much in favor of this new road, it is confidently believed and maintained, that it is the only possible way to control the cotton of the Tennessee Valley to the Atlantic ports; because the Memphis and Charleston Road can afford to carry cotton from Decatur to Memphis, and by steamboat from Memphis to New-Orleans, for three dollars per bale, including insurance, or, at most, three dollars and twenty-five cents; but, by the road from Decatur *via* Griffin to Savannah, it can be carried at the same rate, because insurance will be saved. In this case, I do not at all conceive it doubtful how the large bulk of the cotton will go—clearly to Savannah—it being a well-ascertained fact, that prices are generally better for North Alabama cotton at the Atlantic ports than are realized at the

gulf ports, which is sufficient to induce it to go that way. But the present rate charged from the Tennessee River to Savannah or Charleston, say \$5 per bale including insurance, would not be for a moment submitted to by any planter or shipper, knowing the difference in cost; consequently, no cotton can be expected, with any show of reason, to seek the Atlantic ports, when a communication by rail-road is made to Memphis, *unless this projected road is built.*

"The country through Marshall, and for some distance towards Cherokee, is mountainous and rugged, but presents no formidable obstacle in building the road, it being intersected with valleys running in the direction of Gadsden, which approximates the air line already mentioned.

"There can be no question that the freight and travel already mentioned as likely to be brought on this line of road, would yield a considerable revenue, and make it, in fact, a good investment, at fifteen thousand dollars per mile, or probably more. And when viewed in all its important bearings upon Savannah, Baltimore, Philadelphia and New-York, it is presumed no great difficulty would be experienced in realizing capital to build it.

"The writer trusts that enough has already been stated to point out its great importance, and to call public attention to it, and speedy action in getting surveys and estimates made by an experienced engineer; and if he succeeds to this extent for the present, he will remain satisfied, and will have accomplished the task he has undertaken—being entirely satisfied as to the final result, when estimates and surveys are made."

**RAIL-ROADS IN INDIANA.**—The third annual report of the Bellefontaine and Indiana Rail-road Company states that the road is nearly ready for business, as far as the western line of Ohio, at a town called Union. The road commences at the town of Galion, on the Cleveland, Columbus and Cincinnati Rail-road, and, in conjunction with the Indianapolis and Bellefontaine Rail-road, forms a continuous line from Galion to the state capital of Indiana. The Indiana portion of the route, 84 miles to Indianapolis, is completed, and open for

use throughout, connecting at Indianapolis with 488 miles of finished roads, and 318 additional, now in course of construction. The whole road from Galion to the state line is 118 miles, the estimated cost of which is \$1,986,000, equal to about \$16,836 per mile, including depots, cars, locomotives, bridges, and other items for placing the road in working order. The importance of this road may be estimated in part from the fact that it is a part of the only direct route from Cleveland to St. Louis. The report states that the whole 118 miles will be in operation in May next. Such is the direct line of the route, that the whole distance is only four miles greater than an air line. Galion is 595 feet above the level of Lake Erie.

We learn from the *Pittsburgh Gazette*, that the ceremony of breaking the ground on the Alleghany Valley Railroad took place near Pittsburgh, early in April. The mayor, city council, and a large number of citizens were present. Mayor Riddle broke the ground, and made some appropriate remarks, and was followed by Gov. Johnson, in an elaborate and interesting speech. This road will lead from Pittsburgh in an N.N.W. direction to Olean, on the New-York and Erie Railroad, thus forming a connection between Pittsburgh and New-York by means of the New-York and Erie Road, and the new route.

**ILLINOIS RAIL-ROADS.**—Among the important lines of communication between Chicago and the States of Wisconsin, Iowa, Indiana, Michigan and Missouri, we notice the following as completed or in progress: thus forming a powerful cordon of roads which will contribute largely to the wealth of the state, and enable it to liquidate its existing public debt.

1. Michigan Central Rail-road to Detroit, 280 miles; 2. Michigan Southern Rail-road to Toledo, Ohio, 245 miles; 3. Chicago and Rock Island Rail-road, 180 miles; 4. Chicago and Cincinnati Rail-road, 280 miles; 5. Illinois Central Rail-road to Cairo, 351 miles; 6. Chicago and Mississippi Rail-road to Alton, 280 miles; 7. Chicago, Aurora and C. M. Road to Quincy, 220 miles; 8. Chicago and St. Charles Air Line Rail-road, to Galena, 160; 9. Chicago and Galena Rail-road to Dubuque, Iowa, 200 miles; 10. Illi-

nois and Wisconsin Rail-road to Fond du Lac, 180 miles; 11. Lake Shore Rail-road to Milwaukee, 90 miles; 12. Chicago and Fort Wayne Rail-road, 180 miles. Total miles of trunk roads, 2,646.

1. Michigan Central Rail-road completed.

2. Michigan Southern Rail-road completed.

3. Chicago and Rock Island Rail-road completed 100 miles, and the remainder under contract for completion in January next.

4. Chicago and Cincinnati Rail-road, 66 miles finished; iron purchased for 108 miles additional, between Richmond (Indiana) and Logansport, on the Wabash. The route is almost in a direct line between the two points.

5. Illinois Central Rail-road. This road is under contract for completion in two years. It passes through nineteen counties, all rich agricultural districts.

6. Chicago and Mississippi Rail-road, to Alton, 78 miles completed, and in active preparation.

7. Chicago, Aurora and Central Military Tract Road is in progress of construction, and will pass through the counties of Du Page, Kendall, La Salle, Bureau, Stark, Knox, Warren, Henderson, McDonough, Schuyler and Adams.

8. Chicago and St. Charles Air Line Road will pass through Du Page, Kane, De Kalb, Ogle, and Carroll counties to the town of Savannah on the Mississippi River. This road will come in competition with the Chicago and Galena Rail-road.

9. Chicago and Galena Rail-road—completed to Rockford; about half way to Dubuque (Iowa). During the present year it will be extended to Dubuque, which is the only town of any importance in Iowa, lying on the Mississippi.

10. Illinois and Wisconsin Rail-road to Fond du Lac, Janesville, &c., northwest of Chicago.

11. Lake Shore Rail-road—to Milwaukee, designed mainly for travel to that place.

12. Chicago and Fort Wayne Rail-road—a western continuation of the Pennsylvania and Ohio Rail-road—is partly finished and the remainder under contract, 180 miles from Chicago.

## ART. XIV—EDITORIAL—LITERARY—MISCELLANEOUS, ETC.

WORKS OF DANIEL WEBSTER—NAVAL AND MAIL STEAMERS OF THE UNITED STATES—NOTICES OF NEW BOOKS—ST. LOUIS MERCANTILE SOCIETY—PAMPHLETS, ADDRESSES, REPORTS, ETC.

*The Works of Daniel Webster.* 6 vols.—Boston; Little and Brown, 1853. We are indebted to the publisher for a copy of the sixth edition of this work.

The first volume is embellished with a very fine engraving of Mr. Webster, and is inscribed by him to his nieces. It opens with a very elaborate biography of the great statesman, occupying nearly half the volume, the production of the Hon. Edward Everett, whose reputation as a statesman and a scholar loses nothing in comparison with any of his countrymen. If the events of the brilliant career of Mr. Webster were not so familiar to every one, we would gladly extract from this portion of the volume. The remainder of it includes some twenty miscellaneous speeches, made on various public occasions between 1820 and 1840.

Volume 2, embraces the following speeches: speech at a Mass Meeting, at Saratoga; Whig Principles and Purposes; speech in Wall-street; at Whig Convention in Richmond; to the Ladies of Richmond; Reception at Boston; the Northeast Boundary; Convention at Andover; Landing at Plymouth; Mass Meeting at Albany; Whig Convention at Albany; Convention at Valley Forge; Mr. Justice Story; Public Dinner at Philadelphia; Southern Tour; opening of the Northern Rail-Road; at Marshfield; in Faneuil Hall, 1848; on Jeremiah Mason; Festival of the Sons of New-Hampshire; Pilgrim Festival in New-York, 1850; Visit to Buffalo, 1851; to the Young Men of Albany; Corner stone of the Capitol, 1851.

Volume 3, embraces the political speeches of Mr. Webster, made between the years 1815 and 1833, including the celebrated Greek speech, the speech upon Foote's Resolutions, and that upon the constitutional compact, in answer to Mr. Calhoun. There is a fine illustration on steel of the Marshfield residences.

Volume 4, continues the congressional speeches down to 1840, the most elaborate of which were those upon the Removal of the Deposits, the Bank Charter, the Removing Power, Slavery in the District of Columbia, the Sub-Treasury, etc.

Volume 5, completes the political speeches to the period of Mr. Webster's final retirement from the Senate. In the list are those upon Bankrupt Law, Oregon, Texas, the Treaty of Washington, the Mexican War; the Wilmot Proviso; on the death of John C. Calhoun; the Fugitive Slave Law, and

lastly, and greatest of all, the celebrated "Compromise speech" of 7th March, 1850. There are several other legal arguments in the volume, originating in Mr. Webster's practice at the bar.

Volume 6, continues the legal arguments, and embraces in addition all the diplomatic and official papers of Mr. Webster, together with a great number of miscellaneous letters, public and private.

This magnificent edition of Mr. Webster's works should be in the hands of every citizen of the republic, and be studied together with those of the other great expounders of the constitution and government.

*Naval and Mail Steamers of the United States*, by Charles B. Stuart, Engineer in Chief of the United States Navy.—Illustrated with thirty-six fine engravings. Second edition, New-York, C. B. Norton, 1853.

The work is an honor to the typographical art of our country, as well as to its scientific character. It includes minute descriptions of the following named steamers:

Demologos, or Fulton No. 1, Fulton No. 2, Union, Michigan, General Taylor, Colonel Harvey and the Poinsett, Scourge and the Iris, Mississippi, Missouri, Princeton, Water Witch, Spitfire and the Vixen, Alleghany, Massachusetts and the Edith, Scorpion and the Polk, Engineer, John Hancock, Saranac, San Jacinto, Susquehanna, Powhatan, Fulton No. 3, Alleghany No. 2, Water Witch No. 2, John Hancock No. 2, Princeton No. 2, Collins' Line, Law Line, Bremen Line, Havre Line, Aspinwall Line:

The Illustrations are as follows:

View of the Naval Steamer Powhatan; View of the Mail Steamer Arctic; View of the Demologos; View of the Fulton, (Second;) Section of the Hull of the Fulton; View of Mississippi's Piston; Movement of the Princeton's Engines; Engines of the Princeton; Boilers of the Princeton; Propeller of the San Jacinto; Engines of the Powhatan; Boilers of the Powhatan; View of the Fulton, (Third;) Engine of the Fulton, (Third;) Engines of the Alleghany, (Second;) Boilers of the Alleghany, (Second;) Condenser of the Alleghany, (Second;) Propeller of the Alleghany, (Second;) Wheels of the Water Witch; View of the John Hancock, (Second;) View of the Princeton, (Second;) Engines of the Arctic, (2 Plates;) Boilers of the Arctic; View of the Illinois; View of the Golden Gate; Engines of the Golden Gate, (2 Plates;) Indicator Cards, (2 Plates.)



Mr. Stuart says, "in collecting the materials for this volume, I have sought for information wherever I deemed it could be found most authentic; and although it is not expected, in collecting statistics of numerous vessels, many of which are not now in existence, and others in distant seas, that the particulars of each have, in all instances, been fully given; yet it is believed a great degree of accuracy has been attained. But if any omissions or errors should be hereafter found, they will be promptly noticed in future editions. I have also endeavored to give proper credit to whomsoever due; and the hope is indulged that justice has been done to all, and that this effort to record the history of our national enterprise and skill will be favorably received by the American people."

We have received the following works from Lippincott, Grambo & Co., of Philadelphia, through T. L. White, New-Orleans.

Roland Trevor, or the Pilot of Human Life—being an autobiography of the author—showing how to make and lose a fortune, and then to make another.

2. History of the Second War, by C. J. Ingersoll, 2 vols. 1853.

3. The Foot Path and Highway, by Benj. M. Moran.

4. Freedley's Practical Treatise on Business.

5. Charity and the Clergy, a Review, by a Protestant Clergyman, of the 'New Themes for the Protestant Clergy.'

The first volume of Mr. Ingersoll's History of the Second War has been for a long time before the public. The second is now issued, and the two together have been printed in neat and handsome style. These volumes supply a deficiency in our historical annals, and should be the companion of Bancroft in every library. We have before referred to Freedley's Practical Treatise on Business, which every clerk and merchant should read, and which, from its great merit, has already run through several editions.

We are also indebted to Lippincott, Grambo & Co., Philadelphia, through Frank Taylor, Washington, for

1. New Themes for the Protestant Clergy; embracing Creeds without Charity, Theology without Humanity, and Protestantism without Christianity, etc.; by Stephen Colwell. Second edition, 1853.

2. Elements of the Laws or Outlines of the system of Civil and Criminal Laws, in force in the United States, and in the several States of the Union, for popular use, by Thos. L. Smith, one of the Judges of Indiana.

History of New-York, from the Earliest Settlement to the present time; by W. H. Carpenter and T. S. Arthur, 1853.

The first named of these works has acquired a reputation in the religious world.

Judge Smith's Elements of Law is a neat little volume, and is well adapted to the use of schools; the History of New-York forms another of the Cabinet Series which is intended to include the whole of the states.

From Harper and Brothers, through J. C. Morgan, New-Orleans.

1. History an of Adopted Child, by Geraldine.

2. Vinet's Pastoral Theology, by T. H. Skinner, LL. D.

3. Complete works of Saml. Taylor-Cole-ridge; vols. 1 and 2.

4. The Queens of Scotland, vol. 3, by Agnes Strickland.

5. Bleak House, No. 12, by Dickens.

6. Louis XVII. of France, the Bourbon Prince.

7. A Child's History of England, by Chas. Dickens.

8. Lives of Alexander and William Von Humboldt.

9. The History of Nero, by Jacob Abbott.

10. Ellen Linn, (Franconia Stories,) by Jacob Abbott.

11. Agatha's Husband, by the author of the Ogilvies, etc.

12. Vilette, by Carrer Bell.

We have here several popular and most interesting novels; a valuable work on Theology; a continuation of Bleak House; a Child's History of England, by Dickens, and two more volumes of Jacob Abbott's Popular Volumes for Youths.

The works of Coleridge; the Queens of Scotland and the History of Louis XVII., are all of a standard character, and will be noticed again by us.

No biography could be more instructive than that of the great brothers Humboldt, — *par nobile fratrum*, whose names are held in honor throughout the civilized world.

From Harper and Brothers, and G. P. Putnam, we received the May numbers of their popular monthlies.

From J. W. Randolph, Richmond, Va.:

A little volume of sketches of the Southwest, edited by a gentleman of Richmond. The stories are amusing, enough and illustrate the peculiar phases of Western life.

Mr. Randolph has on hand all the valuable publications of Virginia lawyers and statesmen, from the earliest period of this republic, including the debates in the Conventions of 1790, 1830 and 1851; Tucker on the Constitution, Dew on Slavery, Jefferson's Writings, etc.

From D. Appleton & Co., through Frank Taylor, Washington:

1. Prismatics, by Richard Haywood—Illustrated with designs, by Elliot, Daffey, Hicks, etc.

2. *Dr. Birch and His Young Friends*, by W. M. Thackeray, with sixteen illustrations, by the author.

3. *Jeames's Diary—a Legend of the Rhine—Rebecca and Rowena*, by W. M. Thackeray, 1853.

4. *Electro-Physiology*; a scientific, popular and practical treatise on the prevention and cure of disease, or electricity as a curative agent, supported by theory and fact, by Dr. Gershom Huff.

5. *History of English Literature*, with an outline of the origin and growth of the English language, illustrated with extracts for the use of schools and private students, by Wm. Spalding, A. M.

6. *English Itima, or Microscopic Views of England and Englishmen*, by Matthew F. Ward, author of letters from three continents. Fourth edition.

For all of the above works we are indebted to D. Appleton & Co., through Frank Taylor, of Washington. Mr. Ward's book on England has met with an extraordinary sale, and has been once or twice referred to by us before. He certainly deserved great credit for throwing off the ordinary prejudices of the traveler in favor of everything that is foreign, and for his bold and open denunciation of the pretensions of Englishmen and their society at home or abroad.

Dr. Huff claims that his *Electro-Physiology* forms a compendious exposition of the laws which govern and insure the best conditions of health; presents the most natural and simple preventives to disease; and, lastly, the most available and efficient means of cure, independently of any aid from the empirical medical nostrums which are unfortunately daily dealing out destruction to the young and unwary.

We need say nothing of the work of Mr. Thackeray, which forms one of the popular and cheap monthly series of Messrs. Appleton, as the reputation of the writer is sufficient.

*From J. B. Eidel, New-Orleans:*

1. *Daisy Burns; a tale* by Julia Kavanagh—3 vols. in one.

2. *The Young Marooners on the Florida Coast*, or Robert and Harold, by F. K. Goulding, 2d edition.

3. *Mr. Brown's Letter to a Young Man About Town*—Appleton's Popular Library, from Punch.

4. *The Heir of Redcliffe*, 2 vols., by the author of *Two Guardsmen*.

5. *The Brass-founder's Guide*, by Joseph Larkin. A. Hart, Philadelphia.

6. *Harry Muir, a story of Scottish Life*, 3 vols. in one. (Appleton.)

7. *The Monarchist*, by John B. Jones. A. Hart, Philadelphia.

These are all interesting works, and fur-

nish cheap and wholesome reading for the approaching summer. *Daisy Burns* is a touching and interesting story. *The Young Marooners on the Florida Coast* abound in agreeable incident. Mr. Brown's letter from *Punch* is altogether worthy of its frolicking source; the *Heir of Redcliffe* and *Henry Muir* are excellent romances. We shall refer again to the *Monarchist*. The *Brass-founder* is one of a series of practical works which Mr. Hart is publishing, to illustrate all the pursuits and divisions of mechanic life.

*From Hart, Philadelphia, through J. C. Morgan:*

1. *The Curse of Clifton*, by Emma Southworth.

2. *The Obligation of the Sabbath*—a discussion between Rev. J. Newton Brown and W. B. Taylor.

An admirable and exciting novel, and a didactic and elaborate discussion upon Christian observances, are thus singularly grouped together in our notice. As editor and critic, we recommend both.

We have received from Ticknor, Reed, and Fields, Boston, through T. L. White, New-Orleans.—*De Quincy's Writings, Historical and Critical Essays, etc.*, by Thomas De Quincy, 2 vols. 1853.

We know of no work published for many years, which has been received with more pleasure by the scholars and statesmen of our country, than this of De Quincy. It will be a valuable addition to every library, public or private, and we trust it will find a place in them all.

*St. Louis Mercantile Society.*—The last annual report of the Directors, January, 1853, shows receipts, \$6,543.92; expenditures, \$5,716.04. In regard to membership, the report says, "Our account of membership stands now as follows:

Life Members, 43; Clerks, 283; Proprietors, 245; Beneficiaries, 203; Total, 774.

Though we have not increased our membership the past year as much as we could have wished, we have the gratifying result announced, that the number who avail themselves of the books of the library is on the increase, and the number of volumes now vastly greater than any previous year. The number of volumes issued this year is 9,416, against 7,672 for 1851, and the number of persons to whom issued 614, against 526 for 1851, showing an increase of volumes read of 1,744, and in the number of readers of 88. We would not felicitate ourselves upon the result, for we feel persuaded that it is the consequence of the tastes and intellectual wants which our predecessors have fostered. It may serve, however, to show that a large or forced increase of membership will not

certainly result in a corresponding increase of those who read our books.

*United States Review*, for April, 1853.—This work, which has lately been established by Theodore A. Foster, for the advocacy of Democratic Principles of Government, is intended to be published monthly, at Washington City. Four numbers have already appeared, and we cannot but regard it as one of the highest class of American periodicals. The articles are prepared with great ability, and their moderation and spirit are such as must recommend them more especially to the people of the South, who are so much interested in the doctrines of strict construction and in the compromises of the Constitution.

*The Cotton Plant*.—Weekly. Washington and Baltimore. C. G. Baylor; two dollars per annum. This journal, which is devoted with so much ability to the promotion of Southern interests, and to the great objects of direct trade, of which Mr. Baylor has been the indefatigable advocate for several years past, preserves its interest and value. We learn with pleasure that Mr. Barnwell, our assistant on the Review, will also devote a portion of his time to the Cotton Plant, and that he will visit Europe the coming season in the service of both, and in the promotion of matters connected with the direct trade movement.

*The Merchants' and Bankers' Almanac*, for the year 1853, edited and published by Mr. J. Smith Homans, of the Bankers' Magazine, New-York, contains a vast amount of highly valuable information for the use of merchants and banking institutions, private bankers and others. Among the matters contained in the volume are the following:

1. Calendar pages and Chronology of important financial events.
2. List of Banks in the United States in each town and city—President and Cashier of each.
3. List of Private Bankers in seventy-three towns and cities of the U. S.
4. List of Banks and Bankers in London.
5. List of Private Bankers in all the leading cities of Europe, East Indies, South America, &c.
6. Seventy-three Engravings of recent Coins, American, English, French, and South American.
7. Commercial and Exchange Tables of all nations.
8. Census Reports of each State—Miscellaneous. The price of the volume, (200 pages,) elegantly printed, is one dollar. The publisher will forward copies per mail to order. 167 Broadway, (up stairs,) New-York.

## PAMPHLETS, ADDRESSES, REPORTS, &amp;c.

1. A Night in Charleston, by Stephen.
2. Report of the Levee Commissioners of Bolivar County, Miss.
3. Letter to the Hon. Millard Fillmore, in reply to charges made by Prof. McCullough, by J. C. Booth, Melter and Refiner U. S. Mint.
4. Twentieth Annual Report of the Directors of the Board of Trade.
5. An Oration before the Literary Societies of the South Carolina College, by Rev. J. M. Miles.
6. Eighteenth Report of the Mercantile Library Association of Cincinnati.
7. Address delivered before the Memphis Library Association, on Rail-roads, by Dr. W. A. Booth.
8. Circular Letter addressed to the commercial and business men of the United States and foreign countries, by the Board of Directors of the city of Brunswick, Geo.
9. Address to the Law Class of the Cumberland University at Lebanon, Tenn., by Aaron V. Brown.

## A WORK FOR EVERY LIBRARY.

Once more we call attention to the "*Industrial Resources*"—a work we have prepared and published at great labor and expense, which contains all the important matter of 13 volumes of the Review and seven years, which is beautifully printed, handsomely bound in three volumes of 600 pages each, or 1,800 pages in all, and is withal the only encyclopædia of Southern information complete in every department. Considering the quantity of matter, no work has yet been published in the country at so cheap a price, to wit, \$3 per volume (as we pay the postage on cash orders for the work, about 33 cents per vol.). Ought not every subscriber to the Review to obtain this truly beautiful and compact edition, with which he can have, or we will have for him, at a low rate, all future volumes bound uniformly?

If planters cannot spare the means now, we will receive orders upon commission merchants in large towns, payable on sale of next crops. Surely this is liberal; but, having gone to an enormous expense, we do wish to be reimbursed. If any one is not pleased, return the book at our risk and cost. Will not our friends stir themselves in getting and sending orders?

We trust that our friends who intend ordering the *Industrial Resources* will do so without delay, as the edition is small, and we desire to close it. As an evidence of how little the South has sustained us in this most expensive and laborious publication, it is only necessary to state, that the sales up to this time, north of the Potomac, have been sixfold larger than at the South. Indeed, the subscription list to the Review is almost as large in New-York as in New-Orleans. The *Industrial Resources* embrace every article of value contained in the 13 volumes of the Review, besides an immense amount of other matter, brought down to the first of January, 1853.

#### OUR FUTURE.

There will be no change in the editorial of the Review, in consequence of the editor having accepted the office of Commissioner of the Census, as he has always had the assistance of able coadjutors; or in the business department, well organized as it is, under experienced and responsible persons. The more extended field which is opened, will rather enlarge and diversify the interests of the Review; and whilst its distinctive character as a southern work is preserved, will make it, in many senses, a national one. Already has its circulation extended to every state of the Union.

For every other purpose than the business of the Review, the address of the editor, until December next, will be Washington City.

Other letters will be addressed simply, "*De Bow's Review*," New-Orleans.

There are sub-offices of the Review in most of the large cities, where the work, or the *Industrial Resources*, may be obtained, by order; as, for example, at Mobile, of M. Boulmet; at Charleston, B. F. De Bow; at Richmond, J. W. Randolph; at Washington City, Frank Taylor; at New-York, Putney and Russell; at Boston, Bedding & Co., &c. &c.

#### CLOSING NOTE.

Subscribers to the Review who have not paid up their dues, will ask them selves if it is fair and just to us. In the universal prosperity of the country now towards which our labors for many years have contributed, ought we not to be among the very first remembered? What we ask is small, and has been earned ten times over. Remittances are frequently neglected from an oversight. Many think that another time will do as well, and thus they embarrass us without serving themselves. Our bills have all gone out—we ask the money or orders upon merchants, assuming ourselves all risks, and acknowledging payments on the cover. If there are errors in accounts, we are prepared to correct—if numbers have not been received, we are prepared to supply them. In fact we want to do everything that is right, and want every one to do the same to us. Our expenses have been greatly increased in the improvements now made upon the Review.

#### TO SOUTHERN SHIPPERS.

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## DE BOW'S INDUSTRIAL RESOURCES.

3 Vols.—Price, \$10, or \$3 33 per vol., of 600 pages.

In order that those who may desire to procure this work may perceive the character it enjoys abroad, the publisher will issue, as they come in, the opinions of the press, and of leading individuals in different parts of the Union.

*From Hon. George Bancroft, Historian of the United States.*—Your work exceeds in merit any similar one with which I am acquainted in any other part of the Union.

*From Hon. Robert J. Walker.*—The whole work is useful and valuable. I have read several articles with interest and instruction.

*From the Boston Post.*—"It is second to no other work of the kind in the United States; its statistics are collected with great care; the whole is edited by a well-known writer.

*From Hunt's Merchants' Magazine.*—This is altogether the most important book on the industrial interests of the country which has been issued from the American press; important not only to the people of the Southern and Western States, respecting which it is so rich in details, but equally important to whatever citizen in other sections desires to become acquainted with the incalculable riches of this portion of our common country. The manner in which the work has been prepared and issued from the press, reflects high credit upon the diligence, discernment and accomplishments of its author; hile it can scarcely fail to meet with a very general and complimentary commendation for its fullness, accuracy, and completeness, upon all the subjects of which it treats.

*From the Washington Republic.*—The articles are alphabetically arranged, and evince much careful research and intimate acquaintance with the subjects respectively treated on. A glance at the index is sufficient to show the importance of the topics.

*From the New-York Times.*—The abstract of Mr. De Bow's "researches" recently published is of the highest authority. We would more willingly spare any other book of reference from our shelf.

*From the New-York Literary World.*—The "Industrial Resources" is already a standard necessity and authority with all statesmen and political economists.

*From the New-Orleans Courier.*—These volumes should be made the text-book of political economy in every university in this country.

*From the Washington Union.*—Altogether the work forms an invaluable compendium of all matters pertaining to the industrial resources of the South and West, and is eminently deserving of a place in the library of the statesman, the practical economist, and the man of business. \* \* \*

*From the Baltimore Patriot.*—No one knows better how to write on these subjects than Mr. De Bow, as he has long made them his study. This work should be in every gentleman's library, as it must be a standard work, and one that future generations will be pleased to refer to.

*From the New-Orleans Delta.*—To the future historian of the south and southwest, this publication of De Bow's will be of inestimable value, containing, as it does, a faithful record of the commercial and agricultural progress of these sections, in a compendious and most interesting and instructive form.

*From the New-Orleans Picayune.*—The work deserves to be placed on the shelves of the library, as an indispensable American compendium, by the side of McCulloch. In no similar space can so much be found so readily relating to the statistics and progress of the Southwest and the South.

*From Harpers' Magazine.*—This work is important on account of its extensive statistical and industrial information. It contains several elaborate essays of great value. It is still more important in a national point of view, making the different parts of the Union better acquainted with each other, and increasing the attachment of all to the general interests of their common country.

*From the New-York Evening Post.*—It is a most useful book, and furnishes a ready means of access to a class of statistics now scattered through newspapers and legislative reports, which it would require almost a lifetime to gather together. Mr. De Bow has a genius for statistics, and is, withal, a most industrious and intelligent compiler.

*From the Courier and Enquirer.*—The subject are mostly new to readers generally in this section of the country, and indeed to the whole country—having been discussed hitherto only in the daily journals of the South, or in portions of the author's "Commercial Review of the South and West." These volumes, therefore, supply us with reliable materials in reference to those great Staples of the Southern and Western States, which enter largely into the foreign and domestic commerce of the whole Union, and which contribute in an eminent degree to the wealth and prosperity of all the States.

*From the Richmond Whig.*—If our politicians and public lecturers, and we hope we may be pardoned for including the press, would more frequently and studiously recur to the instructive pages of such works as this, the country would be largely the gainer. We commend the work as one in every way worthy of the most liberal patronage.

*From the Mobile Register.*—There is nothing in the geography or statistics of the Southern or Western States of the Union which may not be found carefully recorded in the pages of this book. It is a manual not to be dispensed with by the statesman, and necessary to every man who desires to study the position, prospects and improvements of the country.

*From the Savannah Courier.*—We can safely say that the three volumes now before us, in real utility and practical value, have not been excelled by any three volumes of equal size which have passed through the American press in the last ten years.

*From the United States Economist, New York.*—It supplies a want that has long been felt in relation to this country, and compares in usefulness to the celebrated Progress of the Nation, by the late G. R. Porter, Esq.

*From the Charleston Mercury.*—It is an invaluable treasury of information. The public will be supplied with one of the most valuable works of reference that can be added to an American library.

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